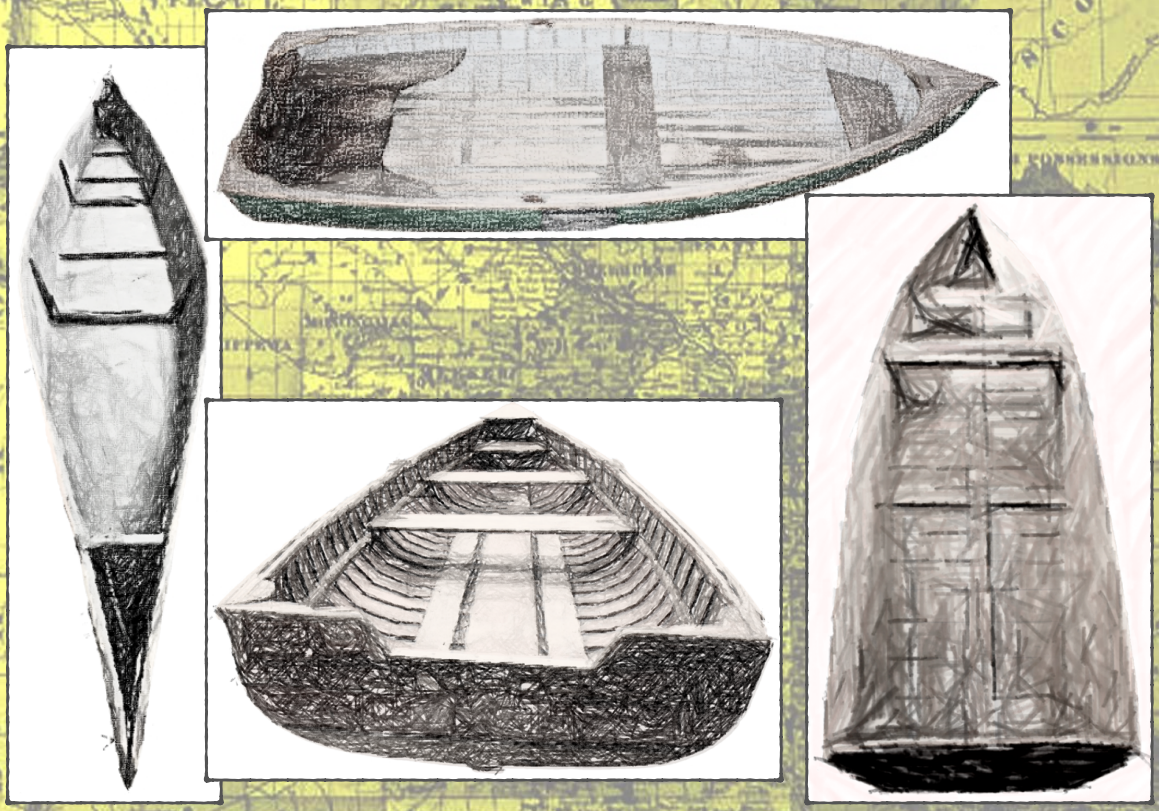
MARITIME HERITAGE MINNESOTA

CLEAN WATER LAND & LEGACY AMENDMENT

Ann Merriman
Christopher Olson

Minnesota Historic Fishing Boats Analysis and 3D Scanning Project Report



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Acknowledgments

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Underwater Archaeologist
Christopher Olson



Underwater Archaeologist
Ann Merriman



Volunteer Diver
Kelly Nehowig



Volunteer Diver
Mark Slick



Volunteer Diver
Ed Nelson



Volunteer Diver
Josh Knutson



Trustee
Steve Hack



Chair
Mike Kramer



Mascots & Computing Cats
Weebles Cat & Rodney Cat





Volunteer
Betty Lloyd



Volunteer Dive Crew
Ann Nehowig



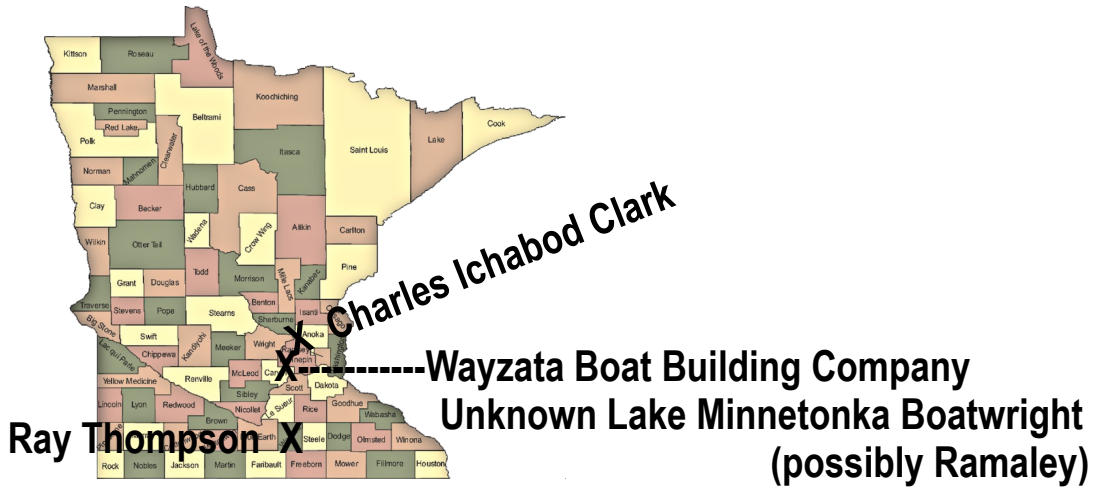
Trustee
Deb Handschin



MHM

Introduction

Maritime Heritage Minnesota conducted the Minnesota Historic Fishing Boat Analysis and 3D Scanning Project (MHFBA3DS) between February and June 2019. The purpose of the MHFBA3DS Project was to document, 3D scan, and conduct historical research of 4 Minnesota-produced watercraft located in 4 collections. MHM chose watercraft constructed by Charles Ichabod Clark of Anoka in Anoka County and Champlin in Hennepin County, an unknown Lake Minnetonka boatwright, the Wayzata Boat Building Company in Wayzata in Hennepin County, and Ray Thompson of Waseca in Waseca County.



Research Design and Methodology

Watercraft are held in several Minnesota museums, historical societies, and collections - boats that were constructed in the state. Often the general public, scholars, and students are unaware of the significance of small and seemingly mundane historic vessels preserved in these collections. Drawing upon nautical archaeological and maritime historical knowledge based on fieldwork and research, MHM chose 4 small wooden watercraft specifically constructed to act as recreational fishing boats to investigate during the MHFBA3DS Project. These vessels met particular criteria: they were Minnesota-built, they had a particular design and were constructed for a specific purpose, they are rare, and they are relatively unknown in the maritime history of the state. MHM received permission of the holding institutions to 3D scan, measure, draw, and photograph 4 vessels: Charles Ichabod Clark's narrow flat-bottomed boat named *The Constitution Old Ironsides*, a Fisherman's Friend model probably constructed by Moore Boat Works or Ramaley Boat Works, a small outboard motorboat produced by a craftsman at the Wayzata Boat Building Company, and Ray Thompson's row/outboard fishing boat Thompson #22. The 3D scanning process is a tool MHM has utilized since late 2016 to document 10 smaller watercraft: the Big Swan Dugout Canoe, a Ramaley's Fisherman's Friend, Mille Lacs Indian Trading Post motorboat, a Joseph Dingle Boat Works outboard motorboat, a Cokato Boat Works outboard fishing boat, a chrome fiberglass Herter's Model St. Lawrence outboard motorboat, Tukantoiciya's Dakota Birch Bark Canoe, an Ojibwe Birch Bark Canoe, a Parker's Prairie Boat Works Duck

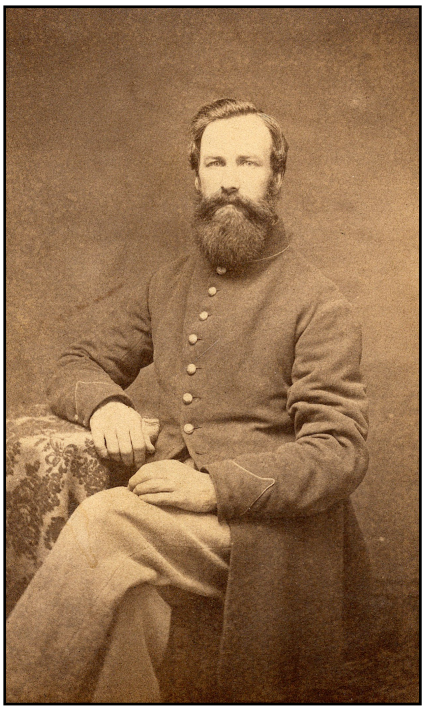
Boat, and Arthur Dyer's fast racing sailboat *Onawa*. Beyond the actual scanning and documentation of the 4 watercraft during the MHFBA3DS Project, another of MHM's goal was to determine the usefulness of the inexpensive scanning technology chosen for the work, along with the quality of its output.

Minnesota Historic Fishing Boat Analysis and 3D Scanning Project Results

***The Constitution Old Ironsides* (TCOI)**
Accession Number 7500.1
Charles Ichabod Clark
Minnesota Historical Society, St. Paul, MN

History

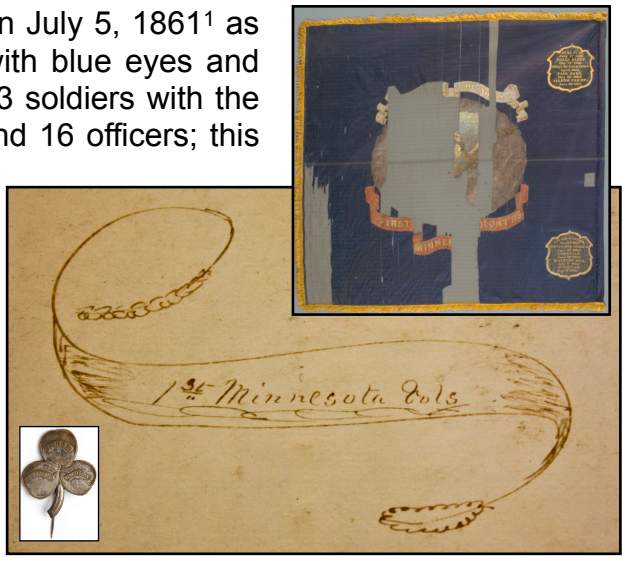
MHM learned of the existence of the boat with the accession number 7500.1, housed at the Minnesota Historical Society (MNHS), during a previous watercraft documentation project. Accession information indicates the boat was constructed by Charles I. Clark in 1859 or 1860, and she was donated to the MNHS by Susan Miller of Champlin, MN, on May 25, 1936. Clark was born in 1831 in Wolfeboro, New Hampshire; by 1852 he moved to Champlin in Hennepin County, Minnesota, with his brother George. The Clark brothers were considered among the 'early' settlers of Champlin. In 1857, they were living across the Mississippi River in Anoka in Anoka County and by 1860, they were sharing a dwelling with a man named Woodbury L. Hayes. Hayes was also from New Hampshire and was likely their cousin. It can be surmised that the 3 men worked together, since Charles's occupation at this time was 'Ornamental Painter', while the other men were house painters. In 1859, Charles Clark was described as a "great, big-hearted, whole-souled abolitionist" when he used his ornamental painting skill to a 24-foot long sign with the words "DEMOCRAT OFFICE" on it. The large 24-foot sign, produced for the St. Cloud political office, was delivered there from Anoka on the steamer Enterprise, courtesy of Captain Young (Champlin Historical Society 2010, 355; Goodrich 1905, 172; Minnesota Historical Society 1936; Minnesota Territorial Census 1857; *St. Cloud Democrat* 1859; Wolfeboro Township Clerk 1831; United States Federal Census 1860).



Charles Ichabod Clark
(courtesy of Michael R. Cunningham)

On April 29, 1861, the Camp of the First Regiment of Minnesota Volunteers was established at Fort Snelling. On June 22, 1861, Charles was recruited from Anoka and is counted among the enlisted men from the town that joined Minnesota's Civil War volunteer force. At Fort Snelling, Charles mustered into Company C of the First

Regiment of Minnesota Volunteer Infantry on July 5, 1861[1] as a private. He was described as 5'11" tall with blue eyes and black hair. Company C was comprised of 83 soldiers with the rank of Private, 2 Musicians, 1 Wagoner, and 16 officers; this number changed continually as the Company engaged in military actions. The First Minnesota Regiment was comprised of 10 Companies (A-K) and their first military encounter occurred at Bull Run, VA on July 16. The First Minnesota joined 50 other infantry regiments in Virginia to the west-southwest of Washington, DC. More specifically, the Minnesota forces joined the Army of Northeastern Virginia as part of Heintzelman's Third Division and Franklin's First Brigade. On July 16, the First Minnesota Regiment headed to the west from Fort Ellsworth near Alexandria, Virginia, 3 days later the First Minnesota entered Centreville. An extraordinary event noted on July 20 was a group of 'tourists' from Washington, DC - in the form of politicians and citizens - that arrived in carriages with food and liquor to watch the impending battle (Adjutant General 1861a, 1862a, 276-278; Minnesota Infantry Regiment, 1st., #16, 1861-1864; Moe 1993, 39, 44; Searles and Taylor 1916, 41-43).



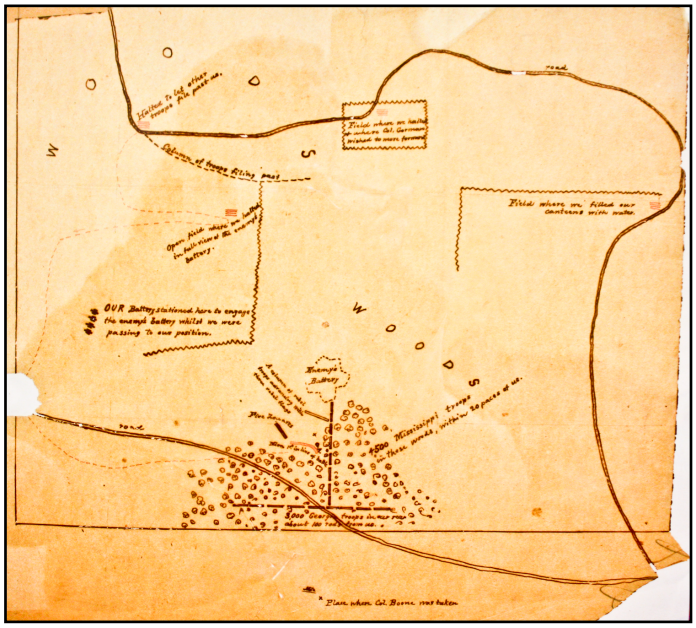
An 1861 1st Minnesota Regimental Battle Flag (MNHS 2007.84.4.A, courtesy of MNHS) and a doodle from a hospital casualty ledger of the 1st Minnesota Volunteers, 1861-1863 (MNHS 109.K.14.4F, digitized by MHM). Inset: First Minnesota Volunteer Corps Insignia (MNHS 7041.3.G, courtesy of MNHS).

On July 21, the First Minnesota Regiment was called to action at Bull Run; the Official Report and Supplement of Colonel Willis A. Gorman to Acting Brigadier General William B. Franklin provided a synopsis of the day:

> On...Sunday morning, the 21st instant...we again took up our line of march, in obedience to your orders, to meet the enemy, then known to be in large force between Bull Run and Manassas station, Va....On arriving at Bull Run the battle began to rage [and] my regiment was needed to flank the enemy upon the extreme left, whereupon I moved forward at "quick' and "double quick" time, until we arrived at an open field looking out upon the enemy's lines....I received orders...to pass the whole front of the enemy's line, in support of Rickett's battery, and proceed to the extreme right of our line and the left of the enemy, a distance of about a mile or more....On arriving at the point indicated, being the extreme left of the enemy and the extreme right of our line, and in advance of all other of our troops, and where I was informed officially that two other regiments had declined to charge, we formed a line of battle, our right resting within a few feet of the woods and the left at and around Rickett's battery, and upon the crest of the hill, within fifty or sixty feet of the enemy's line of infantry, with whom we could have readily conversed in an ordinary tone of voice. Immediately upon Rickett's battery coming into position and we in "line of battle," Col. Heintzelman rode up between our lines and that of the enemy, within pistol shot of each, which circumstances staggered my judgment whether those in front were friends or enemies, it being equally manifest that the enemy were in the

[1]Historical records contradict each other on the exact date that Charles I. Clark enlisted into and mustered into Company C of the First Minnesota Regiment. His official Record Card lists his enlistment date as June 22, 1861 and muster date as July 5, 1861. However, the Descriptive Roll of Company C recorded his muster date as July 20, 1861, at Centreville, VA; this ledger-type notation was transcribed from the Official Communications Remarks of the First Minnesota Regiment for 1861. Charles did join Company C at Fort Snelling, and the official documents of his fellow recruits note their muster place as Fort Snelling. Also, Charles I. Clark is repeatedly referred to as Charles J. Clark or T. Clark in manuscript documents associated with his Civil War record; the mistake occurred from the misinterpretation of a hand-written 'I' as a 'J' or 'T'. A consequence of the hand-written manuscript mistake in relation of Charles's name, his name in printed sources sometimes reflected the mistake. His typed Record Card even referred to him as Chas. J. Clark (Adjutant General 1861a; Adjutant General 1861-1864; Minnesota Infantry Regiment, 1st., #16, 1861-1864).

same dilemmas as to our identity. But a few seconds, however, undeceived both, they displaying the rebel and we the Union flag. Instantly a blaze of fire was poured into the faces of the combatants, each producing terrible destruction, owing to the close proximity of the forces, which was followed by volley after volley...until Ricketts' battery was disabled and cut to pieces, and a large portion of its officers and men had fallen, and until companies H, I, K, C, G, and those immediately surrounding my regimental flag, were so desperately cut to pieces as to make it more of a slaughter than an equal combat, the enemy manifestly numbering five guns to our one, besides being entrenched in the woods and behind ditches and pits....two or three different orders came to retire, as it was manifest that the contest was too deadly and unequal to be longer justifiably maintained....I regard it as an event of rare occurrence in the annals of history, that a regiment of volunteers, not over three months in the service, marched up without flinching to the mouth of batteries of cannon, supported by thousands of infantry, and opened and maintained a fire until one-fifth of the whole regiment was killed, wounded, or made prisoners....That I have not unfairly or unjustly to the truth of history stated the facts in regard to the gallant conduct of my regiment, is fully proved by the appended list of killed and wounded, showing forty-nine killed, one hundred and seven wounded and thirty-four missing....The regimental flag born by my color bearer has through its folds on cannon ball, two grape shots and sixteen bullets, and one in the staff. The color guard were all wounded but the color bearer, one mortally. The company flag of company I was pierced with five balls, and one on the spear head (Gorman 1861, 254-258).

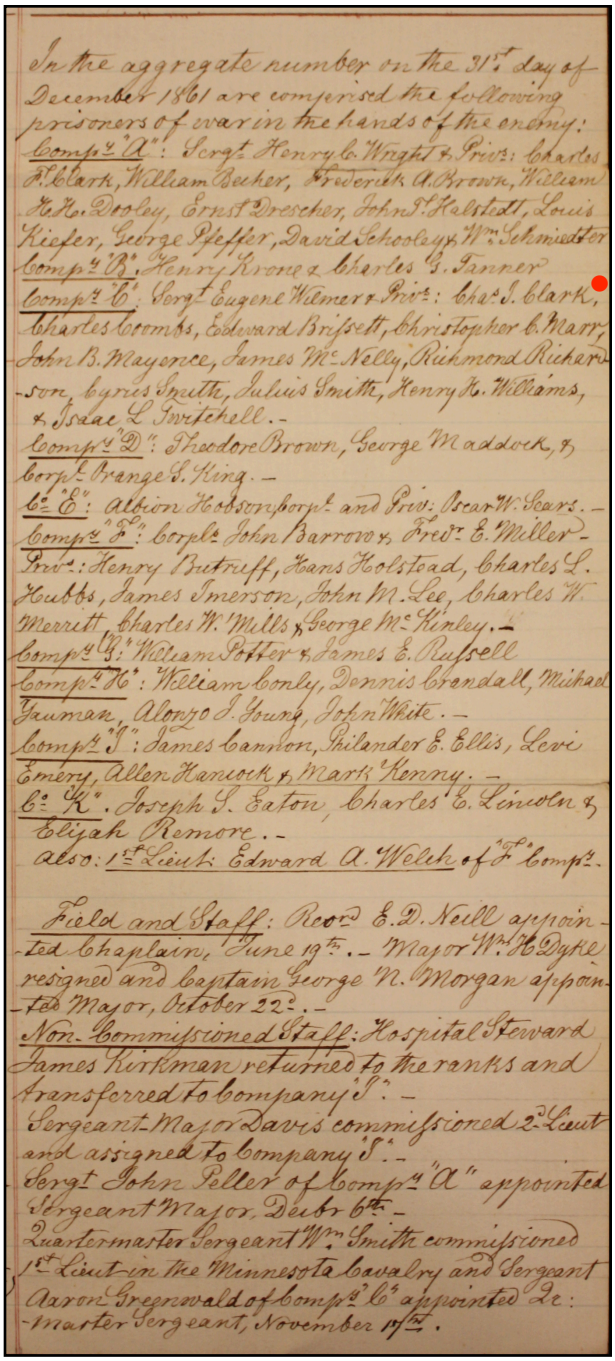


A sketch of the First Battle of Bull Run by soldier Javan Bradley Irvine, 21 July 1861, indicating the placement of the 1st Minnesota Volunteers (MNHS J472.172, digitized by MHM).

Public reports of the First Minnesota's tenacity against the larger Confederate force at Bull Run appeared in print for nearly 2 months after the battle. It was stated that "all speak of the great bravery of the First Minnesota regiment at Bull Run". In mid-August, Regimental surgeon Dr. Stewart, was paroled from his confinement as a Confederate prisoner and he stated that many of the Minnesota infantry that were reported as dead at Bull Run were actually wounded and captured. Of the 23 First Minnesota soldiers still in Confederate hands at Richmond, VA, Charles I. Clark was recognized as one of them. Charles's official service record listed his status as "wounded at Bull Run and left on field....Taken prisoner by the enemy July 21st 1861". A month later, another First Minnesota surgeon, C. W. Le Boutellier, was paroled by the Confederates and left Richmond in late September. Le Boutellier reported that Union prisoners, those both wounded and healthy, were mistreated by their captors.[2] At the end of 1861, a list of Regimental "prisoners of war in the hands of

[2]The issue of prisoner mistreatment was mistakenly linked to Charles Clark in early January 1862. A brief news article claimed that 'Charles J. Clark' of the First Minnesota Regiment Company A, succumbed to his wounds while in captivity in Richmond. Initially, the story claimed that Clark was severely wounded at Bull Run and actually thought to be dead by his comrades, and his last months in captivity were miserable. The article claimed Charles J. Clark was a brave and genial soldier who left many friends in Anoka. As mentioned previously, some historical records mistakenly referred to Charles Ichabod Clark as Charles J. Clark or Charles T. Clark. In the instance cited here, not only was his middle initial wrong, but he belong to Company C, not Company A. However, Company A had a Charles F. Clark, the Sixth Regiment of Minnesota Volunteers had a Charles A. Clark in Company F, and the Ninth Regiment had a Charles H. Clark in its Company I (Lochren et al 1891, 50, 53, 57, 338, 451, 604; *St. Paul Daily Press* 1862).

the enemy" - referred to as 'casualties' - was submitted to the Minnesota Adjutant General. Chas. I. Clark and 11 other Minnesota soldiers remained in Confederate prisons into 1862 from Company C. On January 8, 1862, Charles and 8 other Company C prisoners were 'transferred' to the 'Minnesota Skeleton Regiment', filed under the heading of Resignations and Other Casualties. Nearly a year later, on 22 December 1862 - a week after the Battle of Fredericksburg - Charles and fellow solder John B. Mayence were exchanged as prisoners of war after 17 months of captivity. Back with Company C, apparently Charles was 'present' during the Battle of Gettysburg in July 1863; what his actions were during this action is unknown. It is known that Charles, along with the remnants of the First Minnesota Volunteer Infantry Regiment arrived in St. Paul on 15 February 1864 - welcomed as heroes (Adjutant General 1861a-b, 1862c, 1866, 31; *Anoka Star* 1864; *Evansville Daily Journal* 1861; Minnesota Infantry Regiment, 1st., 1861-1864; Moe 1993, 302; *New York Herald* 1861a-b; *St. Cloud Democrat* 1861).



In the aggregate number on the 31st day of December 1861 are comprised the following prisoners of war in the hands of the enemy:
Compy "A": Sergt Henry C. Wright & Privs: Charles F. Clark, William Becker, Frederick A. Brown, William H. Dooley, Ernest Drescher, John T. Halstedt, Louis Kiefer, George Pfeffer, David Schooley & Wm Schmiedter
Compy "B": Henry Krone & Charles S. Tanner
Compy "C": Sergt Eugene Wilmer & Privs: Chas J. Clark, Charles Coombs, Edward Brissett, Christopher C. Marr, John B. Mayence, James Mc Nelly, Richmond Richardson, Cyrus Smith, Julius Smith, Henry K. Williams, & Isaac L Twitchell.-
Compy "D": Theodore Brown, George Maddock, & Corpl Orange S. King.-
Co "E": Albion Hobson Corpl and Priv: Oscar W. Sears.-
Compy "F": Corpl John Barrow & Privs E. Miller-Privs: Henry Butrieff, Hans Holstead, Charles L. Hubbs, James Emerson, John M. Lee, Charles W. Merritt, Charles W. Mills & George Mc Kinley.-
Compy "G": William Potter & James E. Russell
Compy "H": William Conly, Dennis Crandall, Michael Fauman, Alonzo J. Young, John White.-
Compy "I": James Cannon, Philander E. Ellis, Levi Emery, Allen Hancock & Mark Kenny.-
Co "K": Joseph S. Eaton, Charles C. Lincoln & Elijah Remore.-
also: 1st Lieut: Edward A. Welch of "F" Compy.

Field and Staff: Recd E. D. Neill appointed Chaplain, June 19th.- Major W. H. Dyke resigned and Captain George N. Morgan appointed Major, October 22d.-
Non-Commissioned Staff: Hospital Steward James Kirkman returned to the ranks and transferred to company "I".-
Sergeant-Major Davis commissioned 2d Lieut and assigned to company "I".-
Sergt John Feller of Compy "A" appointed Sergeant Major, Decbr 6th.-
Quartermaster Sergeant Wm Smith commissioned 1st Lieut in the Minnesota Cavalry and Sergeant Aaron Greenwald of Compy "C" appointed Qr: Master Sergeant, November 17th.

A list of 1st Minnesota Volunteers who were prisoners in the hands of the enemy at the end of 1861, including Charles Ichabod Clark. The list was recorded in the Annual Report of Casualties for the 1st Minnesota Regiment (MNHS 109.K.13.11B, digitized by MHM).

Now a veteran of the First Minnesota Regiment, Charles Ichabod Clark mustered into Company A of the First Battalion Infantry Minnesota Volunteers on 15 April 1864; one of 3 veterans from his town of Anoka. Initially, the First Battalion was comprised of 2 companies that left Minnesota in mid-May and joined the Army of the Potomac on 10 June 1864, commanded by General Ulysses S. Grant. A letter dated 12 June 1864, written by Charles to Robert H. Miller of Champlin, MN, briefly described his travels with the Battalion through Washington, DC, Alexandria, VA, and Beaver Dam [Beaverdam] in Hanover County. He also wrote of several days of no military actions, but he saw fires burning and heard the sound of bullets being shot nearby. He also described his preparation for striking his tent after dark and stated the Kor [corps] would head toward the James River. Charles also commented on the dusty conditions of Virginia at the time and for Mr. Miller to tell Mrs. Miller that he was sorry

that he had not completed a task before he left Minnesota. Clark's brief description of 12 June 1864 is supported by the diary of John W. Pride, another veteran of the First Regiment. Second Lieutenant Pride documented the Battalion's nighttime march - like Charles's letter - on Sunday, 12 June, crossing the James River 2 days later. Approaching Petersburg on 16 June, skirmishes occurred during the next 2 days; these small encounters led to a charge by the First Battalion on 18 June. Pride's diary mentioned the death of a First Lieutenant and 2 soldiers, and 4 men were wounded; 1 of the soldiers was Charles Ichabod Clark (Adjutant General 1864a, 1866, 565; Clark 1864; Moe 1993, 302-303; Pride1864).

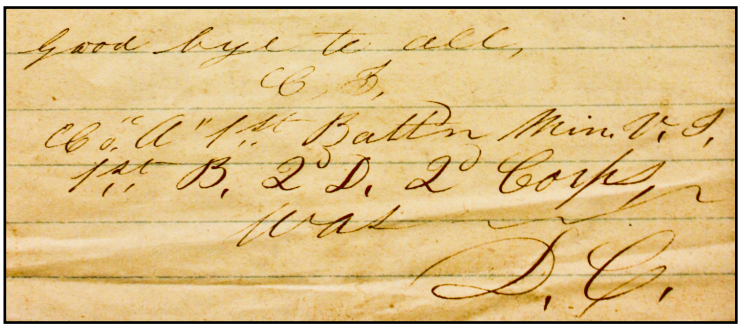


A 1st Minnesota Volunteer Batallion Regimental Battle Flag of 1864 (MNHS 2007.84.6.A, courtesy of MNHS).

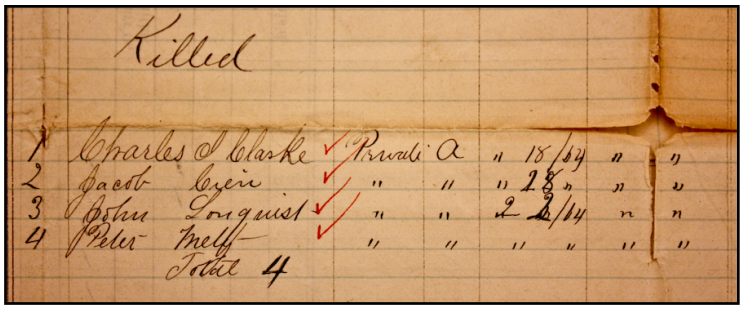
Charles's death was officially reported through the Battalion's monthly 'Return' report for June 1864, written below a list of captured Minnesota soldiers taken around the Petersburg area; John W. Pride was among the 23 prisoners of war. News of Clark's death was reported in Minnesota 10 days after his death: "Charles I. Clark, of Co. A, was instantly killed, a ball passing through both shoulders...Of the many who have fallen in battle none will be more generally missed in the community, and few more deeply mourned than the gallant soldier who fell at the assault upon Petersburg. His native wit, humor, cheerfulness of disposition, and kindness and gentleness of manner made him a favorite with all, while his superior mental and moral endowments endeared him to the few who knew him intimately. The deceased was a native of Wolfboro [sic], N.H. had been a resident of this State the past ten years, and was about 33 years of age". In the Final Record for the First Battalion Infantry Minnesota Volunteers, Charles Ichabod Clark's final disposition was reported as "Killed June 18, 1864, near Petersburg, Va" (Adjutant General 1864b, 1866, 535; *Anoka Star* 1864; Pride1864; *St. Paul Daily Press* 1864).



Charles Ichabod Clark
(courtesy of Michael R. Cunningham)



Charles signed off with 'Good bye to all' in the last letter he wrote, dated 12 June 1864 (MNHS P939, digitized by MHM).


Killed

1 Charles I Clarke ✓ Private A " 15/64 " "
2 Jacob Ezer " " " 28 " " "
3 John Longuist " " " 2 2/14 " "
4 Peter Melff " " " " " "
Total 4

Charles Ichabod Clark's death was recorded in the Final Record for the First Battalion Infantry Minnesota Volunteers (MNHS A2/OV7, digitized by MHM).

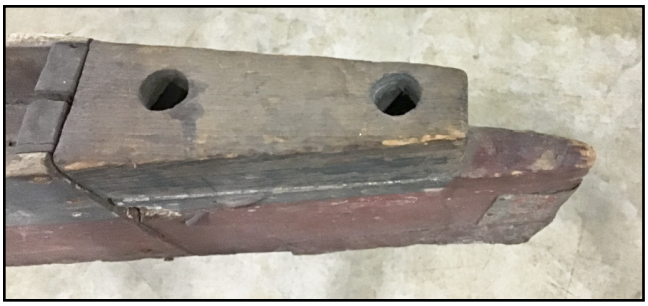
Description: *The Constitution Old Ironsides* (TCOI)

TCOI is 18.50 feet long, 1.80 feet at her widest beam, and has a .62-foot depth of hold. The hull is comprised of 3 large wooden planks; the bottom hull plank was cut to the desired shape and the 2 side planks were steamed to the desired curve. The sides of the boat meet the bottom plank creating a hard chine and a flat bottom. The bottom plank has cracks running through it, making it appear to be made of several pieces of wood. The boat does not have a rubrail or caprail and the gunwale edge exhibits wear. The pointed bow is similar to those found on canoes constructed of birch bark, wood slats, metal, and fiberglass; it rises from the waterline in a gentle curve. The pointed stern is comprised of a triangular block of wood with a trapezoidal wooden block fastened on top of it; the trapezoidal block has 2 large holes bored into it. These 2 blocks of wood are mortised into the boat's hull and attached with cut round-headed wire nails. The stern has 2 sheets of metal formed around the hull bottom and attached with nails that served as protection when the boat came in contact with rocks or the shoreline. The placement of the smaller trapezoidal block onto the triangular block created a wedge and on the port side of the stern, a metal loop is protruding from the hull. MHM contends this narrow boat with low freeboard would have benefited from the fitting of a steering oar or rudder at her stern. The 2 holes could have held oarlocks similar to those found on the starboard or port quarters of Venetian gondolas. The metal loop on the port side could be a preventer guide to assist in steering control for either a steering oar or a rudder. However, from the surviving structural evidence, the exact nature of the steering gear cannot be determined, particularly in the case of a rudder and rudder stock. Further, MHM contends that a rudder would have required a long tiller or a long curved steering oar shaft in order to be properly controlled by the operator.

TCOI has 2 trapezoidal bulwarks, fore and aft, that provide the hull with rigidity. Metal straps are attached to the top edge of the bulwarks and bent around and attached to the



The Constitution Old Ironsides (by MHM)







Two views of the stern (above) and the starboard side bow (left) of TCOI (by MHM).

outer hull; the forward strap is one-half the size of the aft strap, only adhered to the bulwark on the starboard side. Looking toward the bow (see right), she has 3 rectangular floors - numbers 2, 4, and 5 - with no associated futtocks; 2 frames - numbers 1 and 3 - comprised of floors and futtocks are made from small branches with the bark removed. Each branch frame is comprised of 2 branches that overlap to comprise the floors, and these structural elements are suggestive of knees. The frames and floors are attached to the outer hull planking with cut round-headed wire nails.The outer hull was painted in a patriotic theme. The port and starboard hull planks were painted red from the hard chine to half way up the sides of the boat, with blue paint appearing on the upper half of the planks.





TCOI bulwarks with metal straps (by MHM and Kelly Nehowig).



TCOI floors and frames labeled forward to aft. 1-5 (by Kelly Nehowig).

Beginning at the stern, stencil-like white letters were painted on top of the blue section and gold stars were placed between each letter. On the starboard side...

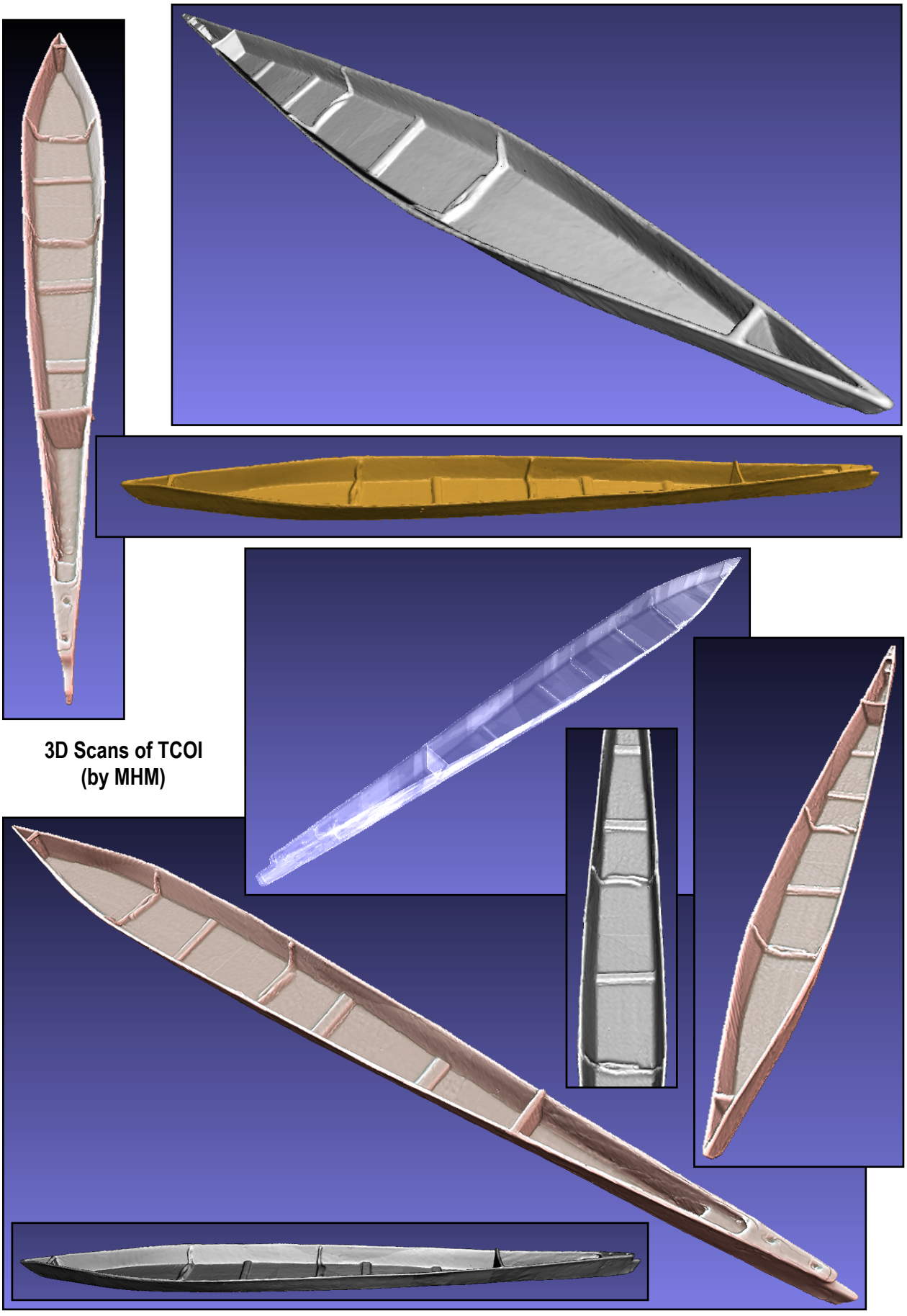


and on the port side beginning at the bow....



The painted starboard and port sides of TCOI (by Kelly Nehowig).

Clark's sign-painting talent mentioned above is evident in the precise renderings of the letters and stars on TCOI. MHM contends the long and narrow nature of TCOI was designed by Charles Ichabod Clark after witnessing Native birch bark canoes on the Mississippi River in Champlin and Anoka. Further, the elaborate decoration applied to the outer hull of TCOI may be explained by the fact that in late May 1858, the USS Constitution - 'Old Ironsides' - was re-launched after a major overhaul at the Portsmouth Navy Yard in New Hampshire - Clark's birthplace. The ship was touted as "having been thoroughly repaired and coppered...the planking outside and in has been taken off, and between six and seven hundred new timbers have been put on in place of rotten ones removed, and new planking, ceiling, clamps and decks take the place of old. 'Old Ironsides' is now as good as new, when first launched in Boston sixty years ago. She will be fitted with a heavier battery than she has hitherto carried, and with all the improvements of the age, while the model of course remains as she was originally constructed" (*New York Daily Tribune* 1858). TCOI, while not likely constructed specifically for an event, may have represented the old United States frigate in a July 4th celebration in 1858, a year that would have also celebrated Minnesota's Statehood.

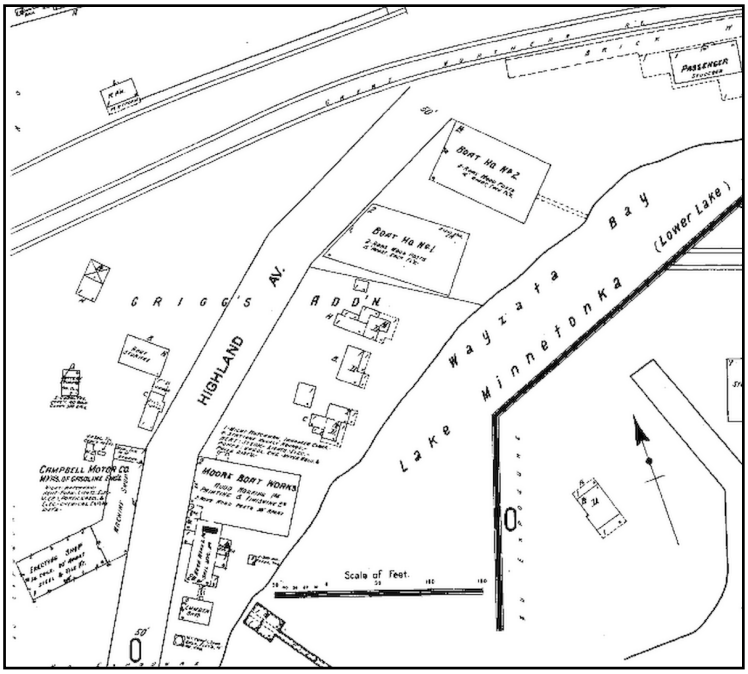


3D Scans of TCOI
(by MHM)

Fisherman's Friend Row Boat - Former Wreck (FFRB-FW)
Museum of Lake Minnetonka, Excelsior, MN

History

MHM learned of the existence of Fisherman's Friend small boats in the early 2000s when the Minnesota Transportation Museum took custody of an example of the type. Research conducted for Lake Minnetonka sonar survey and nautical archaeological projects uncovered a Ramaley Boat Company of Wayzata brochure, dated to about 1913. The Ramaley brochure included a Fisherman's Friend row boat for sale. John Eugene Ramaley was one of the most prolific boat builders on White Bear Lake. As a young man, 'Gene' was put in charge of the sail and row boat fleet owned by his father, John D. Ramaley, docked at Ramaley's Pavilion. During his first years working at the Pavilion, Gene acquired knowledge of boat construction – both powered and unpowered – that led to his future career as a boat builder and captain. Gene and his father began operating the steamer *Manitoba* in late May 1888 on White Bear Lake. In 1891, with the experience gained from maintaining *Manitoba* and his father's fleet of recreational boats, Gene designed and built his first two yachts, *Bird* and *Shadow*. In 1895 Gene founded Ramaley Boat Company in a small barn, and then constructed a much larger shop on White Bear Lake in Cottage Park in 1899. The elder Ramaley was one of the boat company's customers as well when Gene built a new launch for his father in late May 1899. Gene also constructed and ran his own steamers White Bear and Wildwood beginning in 1900 and 1901. By 1912 the business was called the Ramaley Boat Building and Navigation Company. In that year, Ramaley purchased the Moore Boat Works on Lake Minnetonka in Wayzata, reportedly for $20,000. Ramaley continued operations on both White Bear Lake and Lake Minnetonka until 1925 when the entire boat-building enterprise was shifted to Wayzata. In 1929, Walker Boat Works, Wise Boat Works, and the Ramaley Boat Company combined to become the Minnetonka Boat Works in Wayzata (Castle 1912, 964; *Lake Breeze*, 1888a-c; McGinnis 2010, 302; *Minnetonka Herald*, 1954; *St. Paul Daily Globe* 1891; Vadnais 2004, 102; *Wayzata Reporter* 1912).

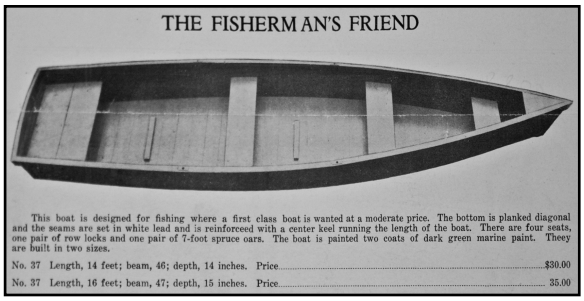


Moore Boat Works in 1912, the same year the company was sold to Ramaley Boat Company (Sanborn Map Company 1904, 711).

Description: Fisherman's Friend Row Boat - Former Wreck

The FFRB-FW derives its name from the model of small row boat produced by the Ramaley Boat Company in 1912 or later at its Wayzata location on Lake Minnetonka. The FFRB-FW is 14.35 feet long, 2.82 feet at her widest beam, and has a 1.10-foot

depth of hold. Both the port and starboard sides consist of one wide strake – a plank – with no caprail or rub rail evident. The large strakes making up the port and starboard sides of the boat appear to be comprised of several planks; these 'seams' are actually cracks in the wood. The boat's bottom is comprised of athwartships planking whose long sides have tongue and groove joins; this attribute is unique to the FFRB-FW in terms of edge-to-edge carvel construction in small flat-bottomed boats MHM has studied. The 2 side planks were steamed to the desired curve and joined to the bottom hull planks, creating a hard chine and flat bottom. Evidence in the form of discovered sections of inner hull planking indicate where simple rectangular frames were attached in order to provide rigidity and support where bench attachments are seen. The stem consists of a triangular stempost butted to the side planking and reinforced on its inner face with a trapezoidal sampson post attached to the inner surface. The stempost has a hole bored into its top edge; a towing ring may have been attached at this point. The post itself was attached and reinforced with 1 long and 1 short metal straps; the straps are missing from the FFRB-FW, but impressions of the straps survive. It appears the straps were painted red. As far as MHM can ascertain - due to the reconstructed nature of the boat - the FFRB-FW was built without a keel. However, 2 stringers were attached to the hull's bottom on port and starboard that supplied rigidity and strength to the hull, as well as support for the vessel when she was dragged up onto the shoreline or on a vehicle for traveling. The trapezoidal-shaped transom stern is one wide strake that was angled downwards at its port and starboard ends. An oblong-shaped section of the lower part of the transom appears to be a tree knot that has a hole bored through it for the boat's plug. MHM suggests a metal plate was attached to the wood as a reinforcement for the plug hole and red paint survives in places - similar to the bow; the plug is in place.


THE FISHERMAN'S FRIEND

This boat is designed for fishing where a first class boat is wanted at a moderate price. The bottom is planked diagonal and the seams are set in white lead and is reinforced with a center keel running the length of the boat. There are four seats, one pair of row locks and one pair of 7-foot spruce oars. The boat is painted two coats of dark green marine paint. Theey are built in two sizes.

No. 37 Length, 14 feet; beam, 46; depth, 14 inches. Price.....$30.00

No. 37 Length, 16 feet; beam, 47; depth, 15 inches. Price..... 35.00

The Fisherman's Friend in the Ramaley Boat Company's brochure around 1913 (*Ramaley Boat Company* 1913, digitized by MHM).



The Fisherman's Friend Row Boat - Former Wreck (by MHM)

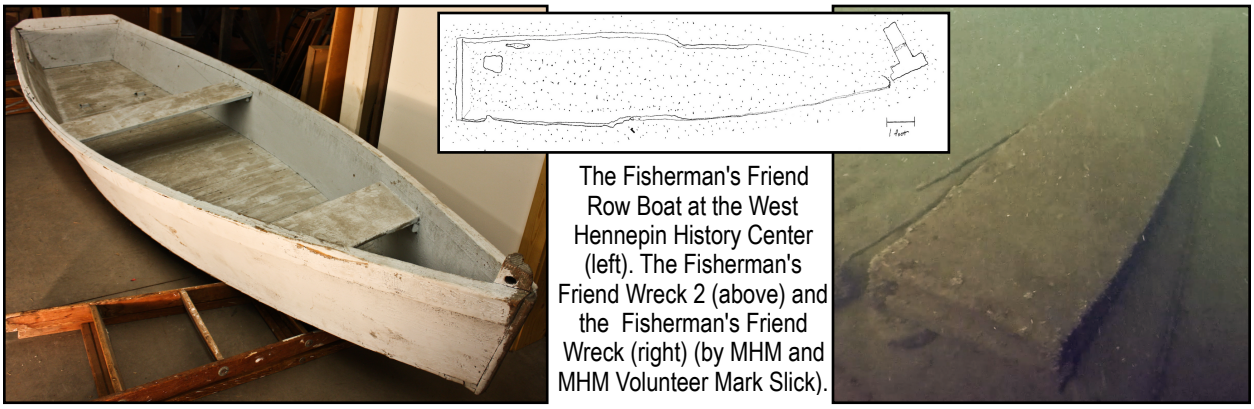
A flat stringer runs longitudinally down the inner hull at the midline; it is suggestive of a keelson. Two thin athwartships braces are attached to boat's bottom in a position that

indicates they are foot braces for a rower. When constructed, as evidenced by attributes throughout the inner hull, the FFRB-FW had a wide bench at the stern and 3 benches amidships and forward. Two loose benches - the 2 forward examples - have survived and are stored within the hull. A 'new' bench - the second forward bench - was inserted between the vessel's sides and provides rigidity. One oarlock attachment survives on the starboard side, and 'shadows' of missing frames/futtocks can be seen along the inner hull on both sides. Currently the boat is held together with modern Phillips head screws; some original slot head screws and round head wire nails survive in various places throughout the hull. The wood's planks have been treated - possibly with linseed oil - and are therefore discolored. Paint is evident on the athwartships bottom planks throughout the vessel.



Views of the Fisherman's Friend Row Boat - Former Wreck (by MHM).

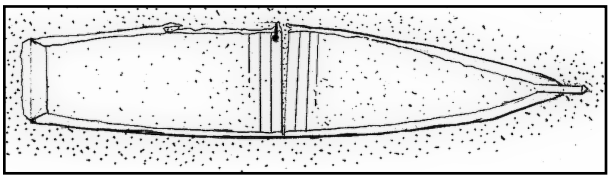
MHM cannot claim that the FFRB-FW is a Ramaley Fisherman's Friend model, but it is of similar size and construction. The Ramaley's model were advertised to be 14.00 feet long, 3.83 feet in the beam, and a 1.16 foot depth of hold, although a 16.00 model was offered as well. The FFRB-FW is narrower and slightly shallower than the smaller Ramaley example. In addition to the FFRB-FW in the collection of the MLM, MHM has identified 4 Fisherman's Friend Wrecks on the bottom of Lake Minnetonka, and documented the Fisherman's Friend Row Boat (FFRB) housed at the West Hennepin History Center in 2017. The FFRB is 13.75 feet long, 4.00 feet in the beam, with a 12.00-inch depth of hold. Both the port and starboard sides consist of one wide strake – a plank – along with a thinner gunwale plank with an attached rubrail. The boat's side planks are joined end to end, making it carvel-built. The pointed bow has a rounded stempost, the transom is square and comprised of one wide strake topped with a narrower gunwale plank whose ends are angled downward to meet the port and starboard gunwale and rubrail. The FFRB is held together entirely with nails, not screws. The Fisherman's Friend Wreck 1 (21-HE-485) is 12.80 feet long, 2.80 feet wide, with a 1.40-foot depth of hold. The wreck is capsized and lying with its flat athwartships-planked bottom exoaposed; the wreck has no surviving keel plank. The bow is sharply pointed and the stern has a square transom design. The wreck is constructed of three strakes on each side with a rubrail attached to the top-most strake on port, starboard, and the square transom as well. The Fisherman's Friend Wreck 2 (21-HE-489) is 15.00 feet long, 3.20 feet wide, with a 1.00 foot depth of hold at the stern. The wreck's bow would have been pointed, but only the stempost with two hull plank fragments attached to it survive; they are detached from the wreck. The hull is carvel-built, it has a square stern, and a flat athwartships-planked bottom that is a diagnostic attribute for the Fisherman's Friend design. Although the wreck is profusely covered in zebra mussels, a small section of exposed hull indicates it is painted white. A large rock sits in the wreck at the stern, indicating the wreck was likely scuttled.

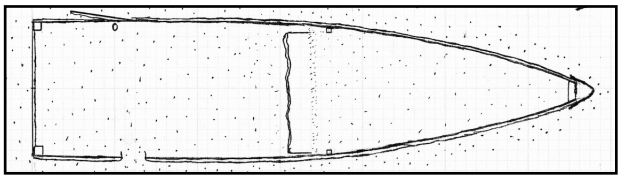


The Fisherman's Friend Row Boat at the West Hennepin History Center (left). The Fisherman's Friend Wreck 2 (above) and the Fisherman's Friend Wreck (right) (by MHM and MHM Volunteer Mark Slick).

The Fisherman's Friend Wreck 3 is 13.80 feet long, 2.90 feet wide, with a 1.90-foot depth of hold at the stern. The wreck's bow is pointed and the stempost rises significantly above the rest of the hull because the forward port and starboard strakes and gunwale have not survived. More of the upper hull survives on both sides aft, but the gunwale is missing throughout the wreck. The Fisherman's Friend Wreck 4 (21-HE-509) is 13.50 feet long, 3.20 feet in the beam and she has a 13.20-inch depth of hold. The wreck's bow is sharply pointed and has a metal plate attached to the outside, bent around the deteriorated stempost. The metal plate is suggestive of an icebreaker but with this small vessel, it acted as a bow reinforcement - probably a repair to keep

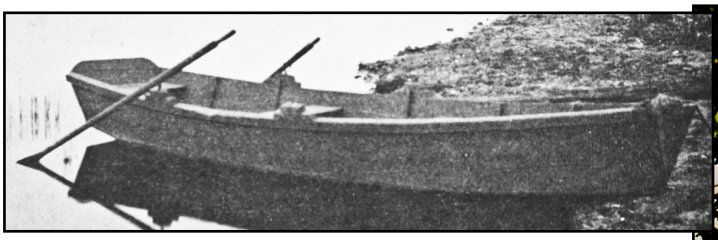
the boat afloat. The transom stern is simple and square with corner frames and frames are found amidships just forward of an athwartships bench that is loose in the hull. The gunwale is intact on the starboard side with the exception of a piece out of the quarter. The port side of the wreck is more damaged, beginning amidships toward the stern, but the gunwale survives at the quarter. In addition, the Flat-Bottomed Motor Boat Wreck (21-HE-518) identified on the bottom of Medicine Lake may be a Fisherman's Friend model; the wreck is partially buried and it cannot be ascertained at this time if the bottom has athwartships planking (Merriman and Olson 2015, 7-10, 2016, 6-8, 2017, 4-8, 2017, 4-6, 2018, 14-15, 2019, 11-13; Ramaley Boat Company 1913).

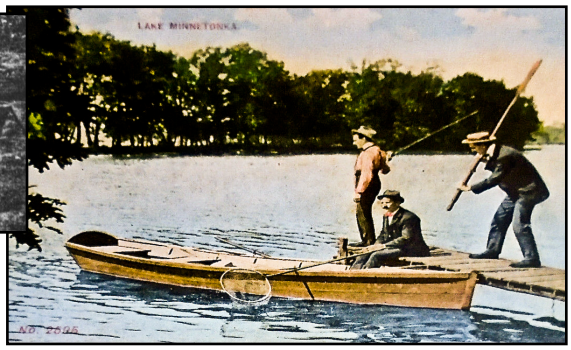




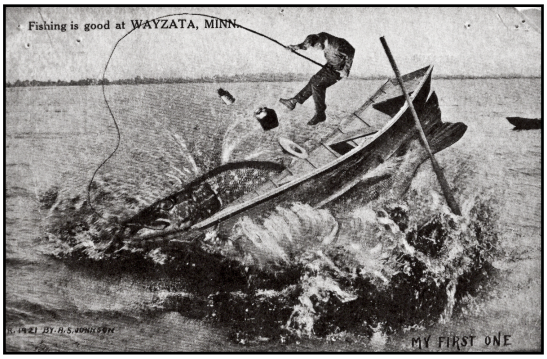
The Fisherman's Friend Wreck 3 (left) and the Fisherman's Friend Wreck 4 (right) (by MHM).

The 4 Fisherman’s Friend Wrecks, the Flat-Bottomed Motor Boat Wreck, the FFRB, and the Ramaley-advertised version of the vessel - while not identical to the FFRB-FW - are the same design and of relative size. However, certain attributes of the FFRB-FW cannot be properly analyzed or describe due to the boat's loss of underwater archaeological context. However, MHM contends the boat was constructed in the 1910s and based on research related to the Fisherman's Friend wrecks background research, the FFRB-FW probably sank earlier than 1935. The Fisherman’s Friend Row Boat - Former Wreck's condition is dependent on a stable environment with an appropriate relative humidity level near 65%. The vessel is stored in a large room with a relatively stable environment, but it is covered in thick dust that - while not harmful to the artifact - must be removed with care during cleaning to prevent damage to the wood and paint remnants.

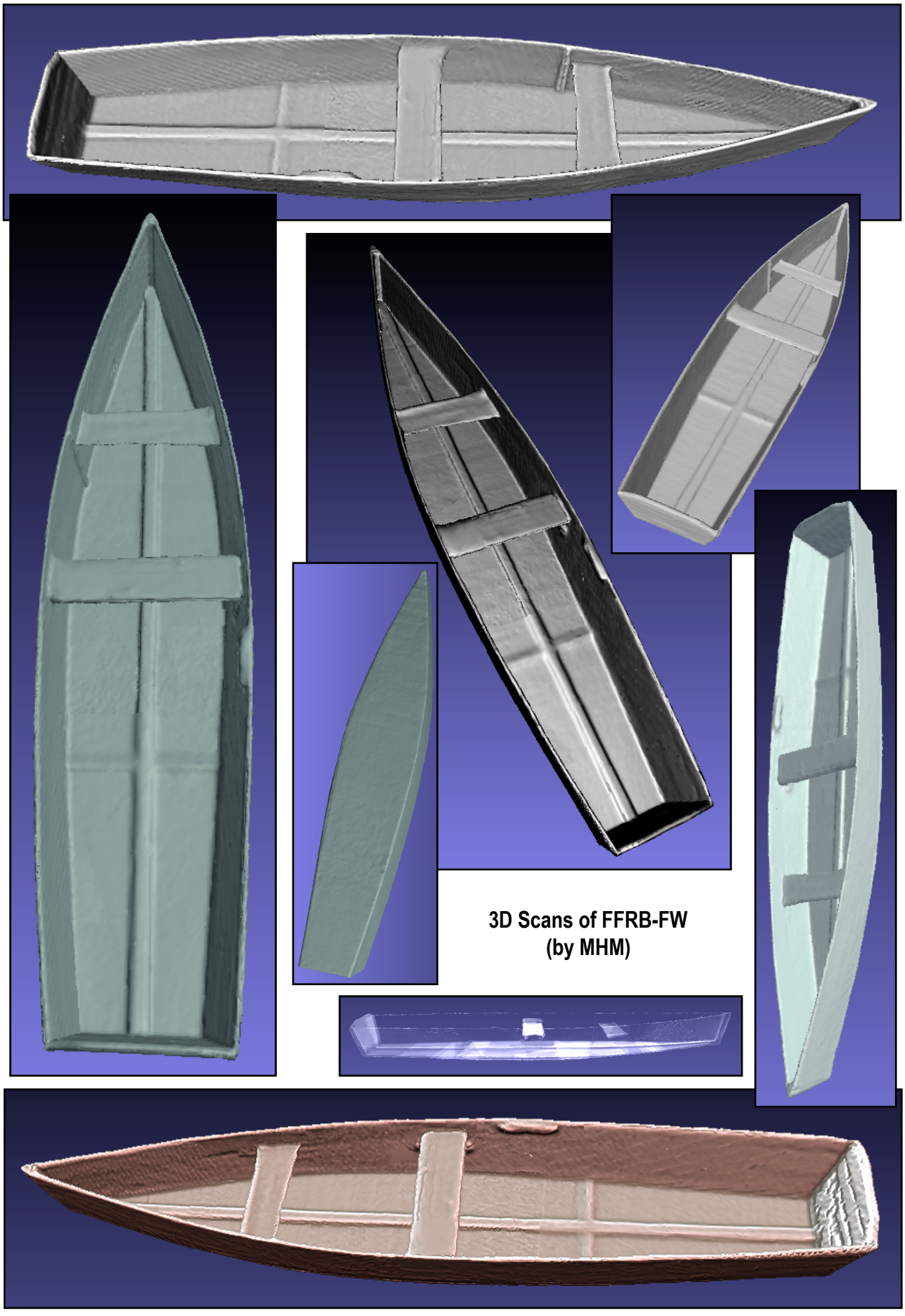




A Fisherman's Friend model appeared in an environmental article (above, Minnesota State Department of Conservation 1935b, 5). And, it is only a matter of time before primeval fish will throw themselves at you if you use a Fisherman's Friend Row Boat (MHM Collection, courtesy of Bob Gasch).



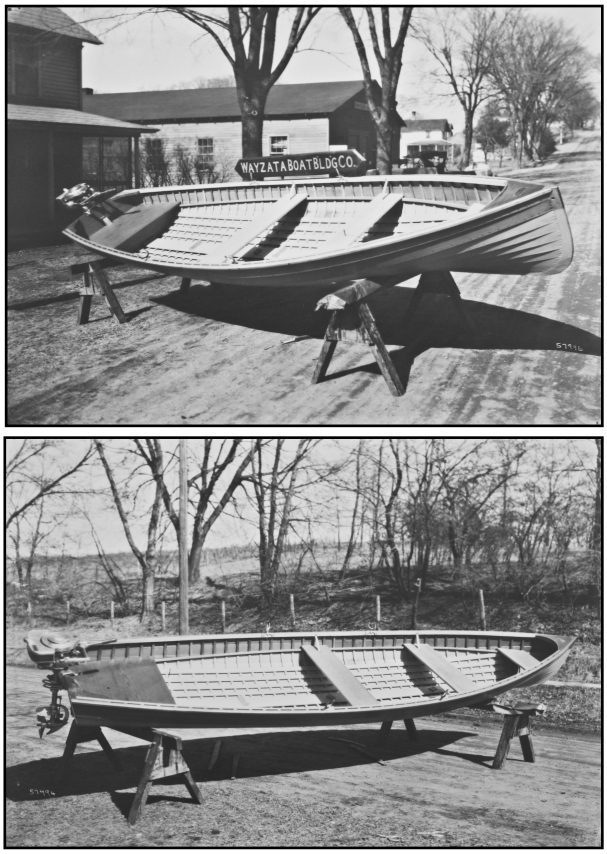




3D Scans of FFRB-FW
(by MHM)

Wayzata Boat Building Company Motor Boat (WBBCMB)
F. Todd Warner Collection, Winsted, MN

History



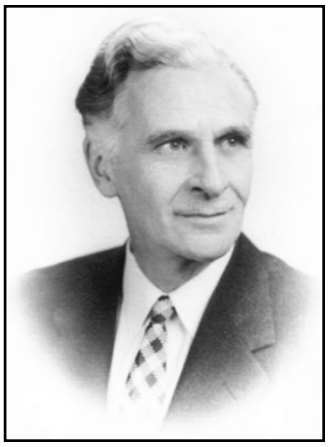
Two rare photos of a clinker-built wooden boat constructed at the Wayzata Boat Building Company (MNHS HE5.4p51-52, digitized by MHM).

The first and only evidence MHM discovered of the existence of the Wayzata Boat Building Company (WBBC) during years of maritime historical research were 2 photographs housed at the MNHS linked to Lake Minnetonka. The photos featured different views of a lapstrake WBBC outboard motor boat displayed outside the company's building. The WBBC was incorporated on December 19, 1921 and dissolved on December 18, 1946. In early 1922, the WBBC was touted to be "a new firm, consisting solely of boating men and some of the best journeymen boatbuilders the country can boast...has erected a building up to date in every necessary detail and has commenced the building of high speed custom built runabouts, which later will be standardized". The company was founded by James Verril and John Redeen. One of the 'journeymen boatbuilders' was Minnesota's Earl Weston Farmer, who by the age of 17 designed vessels that included 40-foot work boats - his designs were described as "more 'boaty' than 'yachty'" - and he was publishing articles and commentary on contemporary boat-building trends.[3] The WBBC was founded to "do nothing but build and sell their products, which are from designs by E. Weston Farmer, who is retained as designer...every man connected with the firm is an artisan in his line, and we look for something new in the way of boat values".[4] In his teens, Farmer apprenticed with a boat-building firm and then attended the University of Minnesota for Naval Architecture and Engineering. Farmer was an editor for Fawcett Publishing by 1930 and in 1940, his occupation was noted as 'Naval Architect' in the retail boat design industry in Florida. Before his return to Minnesota, Farmer worked in the design departments of the Electric Launch Company (ELCO, New Jersey), the Annapolis Yacht Yard (Maryland), Gibbs Gas Engine Works (Florida), Fellows and Stewart (California), Newport News

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[3]Examples of Farmer's writings include"A Cruise Foreshortened" (1920a) "Refinishing Canvas Canoes" (1920b), "Lest We Forget - 'Everybody's Runabout'" (1921), "Data on Higher Speed Craft: Curves of Performance and Notes on Fifteen Record-Breaking Boats" (1922a), "Some Notes on the Uses of Gear Reduction" (1922b), "Canoe and Shell Construction" (1922c), *How to Build 20 Boats: A Manual of Boat Designs Completely Illustrated, Giving Instructions for Building 20 Different Popular Small Craft* (1933), and *From My Old Boat Shop: One-Lung Engines, Fantail Launches, & Other Marine Delights (*1979).

[4]Regardless of the claim that the WBBC would "do nothing but build and sell their products" as mentioned above, MHM has identified instances of the WBBC re-selling vessels produced by other boat construction firms including Joseph Dingle Boat Works of St. Paul and other boats produced by unknown makers (*Minneapolis Morning Tribune* 1922; *MotorBoating* 1924, 67).



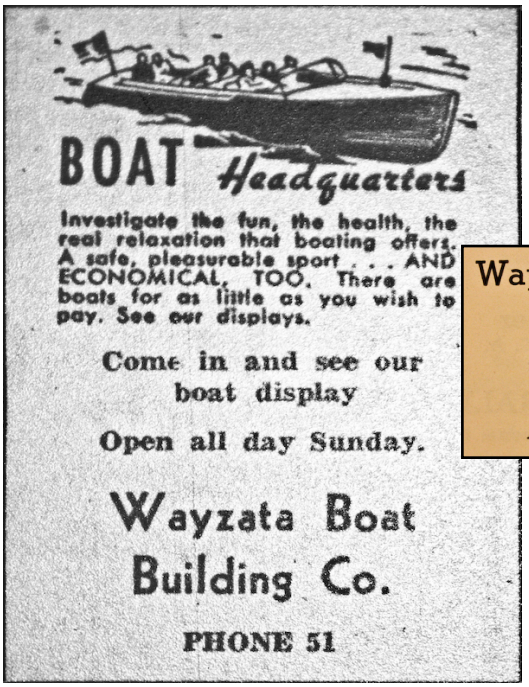
E. Weston Farmer
(Spectre 2010, 63).

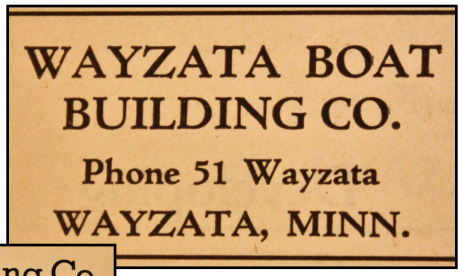
Shipbuilding (Virginia), Philip L. Rhodes, Naval Architects and Marine Engineers (New York) - and he set up his own design business. In addition to writing articles for a variety of maritime and nautical journals and magazines, Farmer edited *Modern Mechanics and Inventions Magazine*. Posthumously, Farmer's tutorial on the correct way to interpret boat-building plans, originally published in *WoodenBoat*, was included as an introduction in boat building catalogs produced by the magazine's editors. After his death in 1981, Farmer was described as an "erudite nautical philosopher, outspoken critic, humorist, historian and boat modeler par excellence", and it was contended "he left a void in the world of boating that may never be filled". With Farmer's connection to the WBBC known, it is highly probable that Wayzata Boat Building Company Motor Boat (WBBCMB) was constructed using one of his designs (Atkin 1921, 31; Farmer 1921, 21-22; Getchell 1985, 108; Minnesota Department of Health 1981; Minnesota Secretary of State 1921-1946; *Open Exhaust* 1922; Spectre 2010, 62-63; Tapia ND; United States Federal Census 1930a, 1940a; *WoodenBoat* Editors 1984, 5-7);.

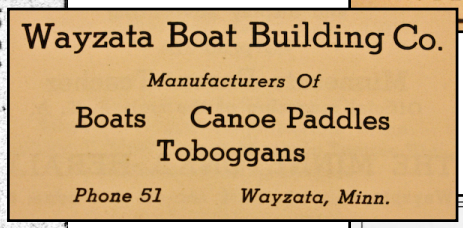


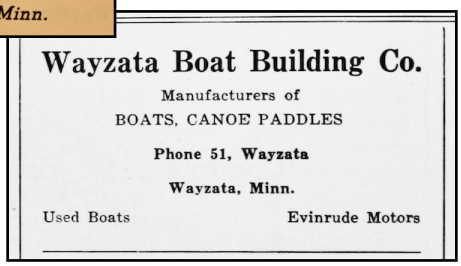
Two boats constructed using plans created by E. Weston Farmer (www.popyachts.com, www.ladyben.com).











Little documentary evidence such as photographs and business records are known pertaining to the Wayzata Boat Building Company. However, phone books, magazine and newspaper advertisements, and Minnesota manufacturing publications contain rudimentary information about the company (Anonymous 1930, 44; Minnesota State Department of Conservation 1935a, 24; *Minnetonka Herald* 1938; Minnetonka Herald 1940, 62).

MHM learned of the existence of the WBBCMB after inquiring about another vintage Minnesota small craft to local historian Scott McGinnis. McGinnis assisted MHM in contacting Abby Brownell of the '10,000 Lakes Concourse d'Elegance' boat and car show on Lake Minnetonka, the event where a small craft from the F. Todd Warner Collection was on exhibit. Ultimately, MHM was given the choice of 3 Minnesota small craft to document in the Warner Collection; the WBBCMB was chosen for her rarity and original condition. The boat remained under the ownership of 1 Minnesota family until her recent acquisition by the Warner Collection. The boat's registration number - MN 1176 AM - indicates she was a "1931 Custom 12' wood boat", but the information provided by the previous owner indicates the WBBCMB was constructed in 1933 (John Nordby, personal communication, 15 March 2019; F. Todd Warner, personal communication, 25 March 2019). MHM contends the boat was constructed between 1931-1933 and the 'Custom' label was applied to the registration for simplicity.[5]

Description: Wayzata Boat Building Company Motor Boat

The WBBCMB's wooden hull is 11.75 feet long and 12.00 feet long overall (including the towing loop), 3.93 feet in the beam, with a 1.33-foot depth of hold, and is painted green. The hull is comprised of thin wood strip strakes - probably cedar - joined end to end, indicating she is carvel-built. The stem consists of a trapezoidal outer stempost that is curved and attached to the keel; an inner stempost can be see under the small foredeck. A scarf is seen at the junction of the inner stempost and the keel. A towing loop protrudes from the pointed bow; it is attached to the stempost with 2 rivets and the upmost strake with 2 slot head screws, although 1 screw is missing. A centerline deck stringer is fitted over the stempost and it extends to the aft edge of the foredeck. A thin brass strip is attached -with slot head woodscrews - to the stringer and bent at 90 degrees over the bow along the stempost to the junction with the keel. The brass strip is designed to protect the stempost and keel during docking, beaching, or in shallow water. At the stern, the keel is attached to the hull bottom and protrudes from it, rectangular in cross-section. Another protective thin brass strip is attached - with slot head screws - to the lowest transom strake; it bends around the keel and extends to the deadwood. The deadwood protrudes from the keel and runs forward, ending just aft of amidships. The vessel has a wide flat bottom with a soft chine, and the aft section of the boat has slight - nearly undetectable - tumblehome, where the hull narrows from the waterline to the gunwale. The gunwale has no caprail, but is comprised of the uppermost outer hull strake, a rubrail, and an inner stringer; the futtocks are visible between the stringer and hull strake. The thin frames are composed of 1 thin wooden piece that were steamed into shape and attached to the inner hull. The boat has 8 longitudinal stringers on either side of a wide keel plank that provide stability. The WBBCMB has no keelsons, and the removable keel plank - held in place by spinning wooden clips that fit through holes in the plank - has a foot brace for a rower. The boat does not have keelsons.

The transom is designed to accommodate a small outboard motor with a lowered area in the middle of the gunwale and a motor board attached to the inner hull. On either side

[5]The WBBCMB's number - MN 1176 AM - dates to 1959, the first year boat registrations were required in Minnesota. Through research, MHM has discovered discrepancies between registration numbers found on wrecks and boats, particularly when the boat was constructed before 1959. Since the WBBC was no longer in business in 1959, the 'Custom' label may have been applied to the boat for expediency if paperwork regarding her construction did not exist.

of the lowered area, the port and starboard gunwale sections are higher toward the centerline and angle downward toward the quarters; the transom is comprised of 2 wide planks. Both stern corners are reinforced with gunwale-level horizontal knees and the WBBCMB has a broad rear bench that is comprised of 4 planks running longitudinally. An athwartships beam set onto mid-hull stringers supports the aft bench. Two other bench seats are located amidships and forward, also supported by the mid-hull stringers. The middle bench has metal braces attached to the inner hull for additional support, and two metal oarlocks survive on the gunwale amidships to accommodate a rower positioned on the this bench. The transom plate is comprised of 2 wide vertical wooden pieces that enhance the transom's strength when the motor is on the boat; it is attached to the inner transom face and extends nearly to the vessel's bottom. Motor attachment points are clearly evident on each plate. A long knee, placed at the centerline protruding from the inner transom face, is between the transom plate pieces and it extends to the hull bottom.



Views of the Wayzata Bpat Company Motor Boat (by MHM).



In addition to the WBBCMB in the F. Todd Warner Collection, MHM has identified several wooden outboard motor boat wrecks of varying sizes in several Minnesota lakes. Of these, 4 Wooden Motor Boat Wrecks (21-HE-400, 21-HE-506, 21-HE-513, Anomaly 467) on the bottom of Lake Minnetonka are similar in construction to the WBBCMB. Further, MHM documented the Cokato Boat Works Outboard Motor Boat (COMB) housed at the Cokato Museum in 2017 that is also similar to the WBBCMB. The COMB is 13.50 feet long and 14.00 feet long overall (including the bow roller and anchor lock), 4.50 feet in the beam, with a 17.00-inch depth of hold. The stem consists of a rectangular outer stempost and a bow casting produced specifically for Cokato Boat Works is attached to the small foredeck. Like the WBBCMB, the carvel-built hull is comprised of thin wood strip strakes joined. The vessel has a wide flat bottom, and the aft section of the boat has slight tumblehome. The square transom, designed to take an outboard motor, is comprised of 1 wide plank. Lake Minnetonka's Wooden Motor Boat Wreck 1 (Anomaly 467) is 13.50 feet long and 4.50 feet in the beam. She is carvel-built with a square transom designed to carry an outboard motor, has thin frames, and a stringer runs longitudinally just above the turn of the bilge on both sides. At



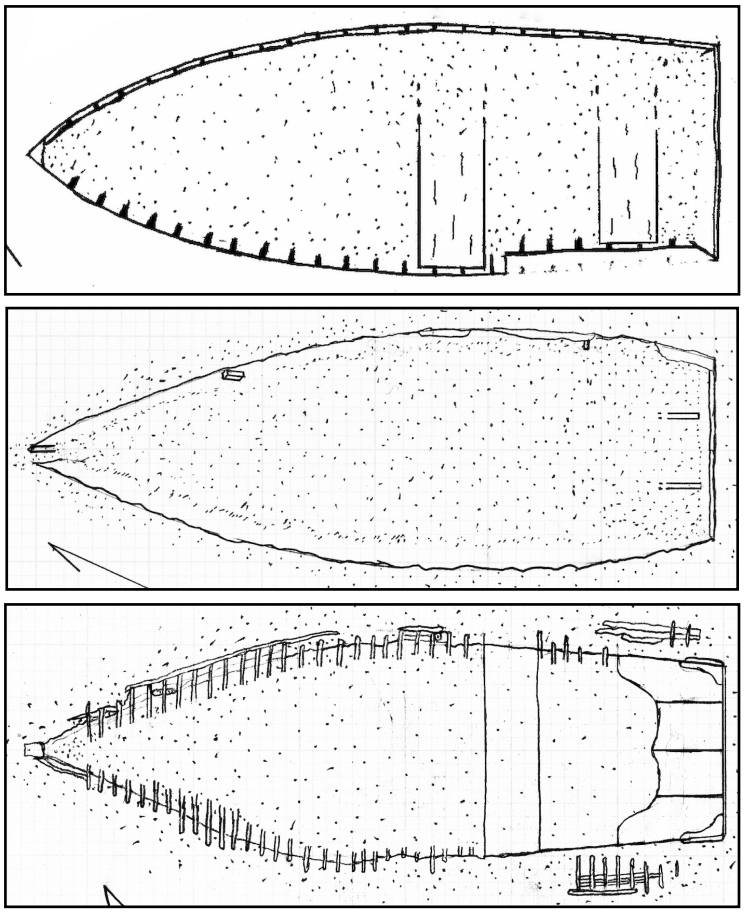
Cokato Boat Works Outboard Motor Boat (by MHM)

gunwale level on the starboard side there is a semi-triangular brace on the stern quarter, there is a vertical knee in the center of the transom and the wreck is held together with slot-head woodscrews (Merriman and Olson, 2015, 21-22, 2017b, 50-55).



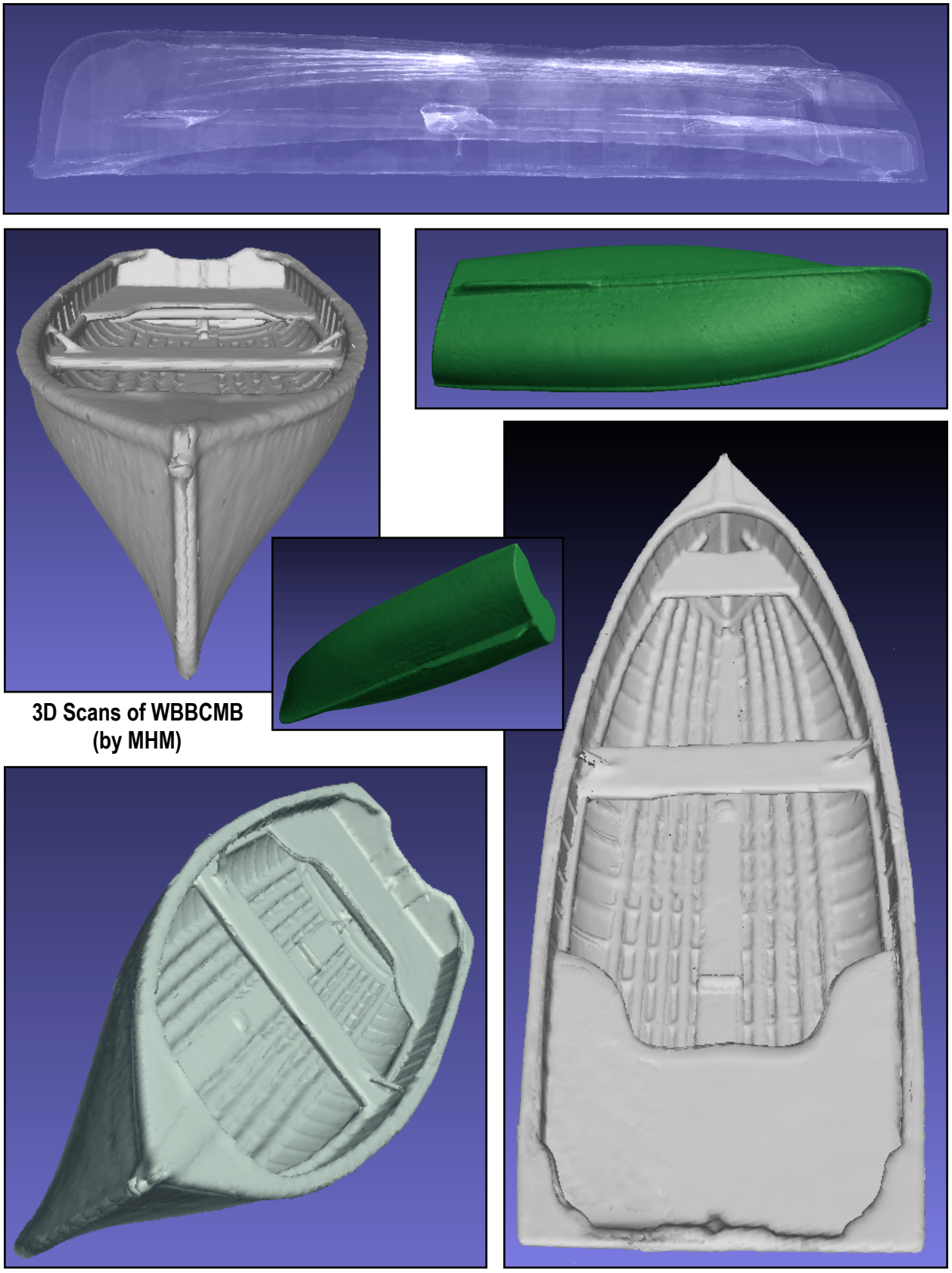
Wooden Motor Boat Wreck 1 (by Mark Slick)

The Wooden Motor Boat Wreck 2 (21-HE-500) is 11.50 feet long and 4.10 feet in the beam. She is carvel-built with a wooden bow cap covering the stempost end. The wreck has a square transom - reinforced to support an outboard motor - narrow frames are extant throughout the hull, and a stringer runs longitudinally along the inner hull on both sides. The transom is half-mortised into the stern quarters and the resulting construction sets the transom slightly forward from the end of the wreck. The wreck is held together with slot-headed woodscrews and nails. The Wooden Motor Boat Wreck 3 (21-HE-506) is 12.00 feet long, 4.20 feet in the beam, and 3.20 feet at the transom. She is carvel-built of thin wood strip strakes. The square transom is intact and shows tumblehome at both quarters with a rounded chine. One starboard side frame has survived to its futtock, although many floors/frames survive beneath the silt in the hull. At the stern, a motor board is attached to the inner hull and two knees in the form of simple angled props provide stability on port and starboard in support of the missing outboard motor. Part of a seat brace is attached on the inner starboard hull forward of amidships. The Wooden Motor Boat Wreck 4 (21-HE-513) is 13.10 feet long, 3.20 feet in the beam and at the transom. She is carvel-built of thin wood strip strakes and has a hollow bow design. At the turn of the bilge and further up the inner hull, portions of stringers survive on port and starboard. The transom is designed to accommodate a small outboard motor with a lowered area in the middle of the gunwale, while the port and starboard gunwale sections are flat. Both stern corners are reinforced with gunwale-level horizontal knees and the stern is



Wooden Motor Boat Wrecks 2, 3, and 4 (by MHM)

rounded at the chine. The wreck has broad rear bench that is comprised of 4 planks running longitudinally - exactly like the rear bench on the WBBCMB (Merriman and Olson 2017a, 15-17, 2018, 15-17, 19-20).

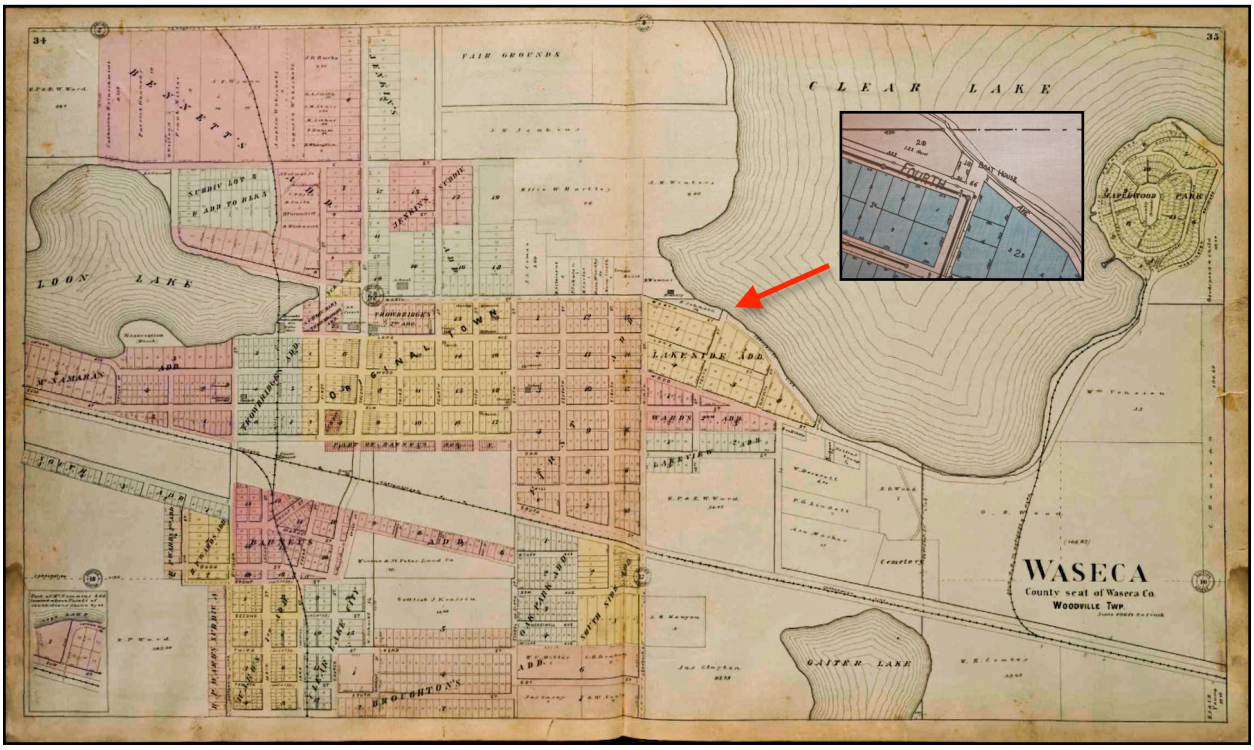


3D Scans of WBBCMB (by MHM)

Thompson's Boat House Motor Boat #22 (TBHMB#22)
Waseca County Historical Society, Waseca, MN

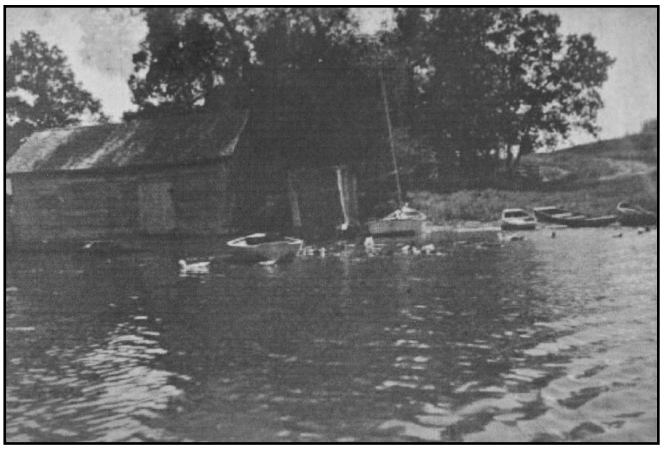
History

MHM learned of the existence of Thompson's Boat House[6] and the only known surviving example of a watercraft constructed at and owned by the company in Waseca - the Thompson's Boat House Motor Boat #22 (TBHMB#22) in 2017. MHM was documenting a Herter's St. Lawrence Model fiberglass boat, and an inquiry about Waseca boat-building to the Waseca County Historical Society led to information about the Thompson's Boat House on Clear Lake and the TBHMB#22 (Joan Mooney, personal communication, 7 March 2017). The first boat house on the south shore of the lake belonged to the Garrett Brothers - the Garrett Boat Livery - in business by 1897. 'Commodore Garrett's Yellow Boat Line' - small fishing boats - were available for rent each Spring. One particularly early ice-out on Clear Lake occurred in early June 1898 when Garrett said "that navigation on Clear Lake has been resumed for the season, and that fishing tackle and boats will be furnished at the standard low rates". Later in the year, the Garretts cleared the ice and groomed a skating rink on Clear Lake; it was suggested that young men should "go down to the rink with your best girl before you indulge in cutting figure eights". In mid-December the same year, the brothers installed an 'arc electric light' at the rink to accommodate the many evening skaters, and a 'masquerade' was planned one Thursday evening contingent on good weather (*Waseca Journal* 1898a-c).



Plat of Waseca, the county seat of Waseca County. This map was produced prior to the founding of the Garrett Boat Livery (Ogle 1896, 34-35). Inset: The location of Thompson's Boat House on Clear Lake in Waseca (Cox 1928, digitized by MHM).

[6]Over the decades, the company has been referred to in print and verbally as Thompson's Boathouse, Thompson's Boat House, Thompsons Boathouse, Thompsons Boat House, Thompson Boathouse, and Thompson Boat House.



The Garrett Boat Livery in 1897 (Waseca County Historical Society, digitized by MHM).

In 1908, Nate Thompson and his partners Charles Grant, Ed Everett, Guy Everett, and Herbert A. Starr acquired the Garrett Boat Livery.[7] At that time, the company was comprised of a series of shacks and small buildings. In late March 1910, it was reported that "all the little shacks at the foot of Tenth street have been torn down and there is now being built a neat building 60 feet long by 18 feet wide, with a porch extending all around it. In the west end of the building the boatmen, Nate Thompson, Charles Grant and H. A. Starr will have their office rooms, confectionary stands, etc., while the east end of the building is divided off for the storing of private boats". Further, the partners launched - obviously during an early ice-out - their new steamboat *By Heck*. The boat "cuts thru the water at a fast clip and is an all-around good craft". During the early years of operation, the Boat House rented out small watercraft constructed by the Joseph Dingle Boat Works of St. Paul. Five years later, the boat house was moved a mere 20 feet to the east - but up a hill - in order to construct a basement underneath, complete with a cement floor. The new space was divided into a boat-building workshop and a storage area for privately-owned vessels, and a marine railway was incorporated into the shop for the ease of boat launching and storing. These new sections of the business were both revenue-generating endeavors for the boat house. This fact was reflected in the reported job titles for the partners in the 1910 Federal Census: Thompson and Grant were 'Boat Builders' and Starr was a 'Manager'. Nate Thompson began constructing cedar strip fishing boats for his company around 1916. Further, for many years regular round-trip boat service from the Boat House to North Shore Park was a popular activity on Clear Lake; Nate Thompson constructed the 38-foot and19-foot boats used for these excursions (Speltz 1982, 543-545; United States Federal Census 1910; *Waseca Herald* 1915; *Waseca Journal-Radical* 1910).





Left: The Boat House on Clear Lake in Waseca, around 1910. Above: Patrons of the Boat House using their rental fleet, constructed by the Joseph Dingle Boat Works of St. Paul (WCHS 40.81.40, 1.99.2229).

[7]Ed Everett owned a flour mill and his brother Guy was employed at the mill; it appears the brothers did not participate in the daily operation of the Boat House. The Everett brothers were mainly interested in a storage house for their own watercraft (United States Federal Census 1910; *Waseca Journal* 1969).



Part of the Boat House rental fleet, constructed by the Joseph Dingle Boat Works of St. Paul. The boats are clinker-built with wine glass sterns. Note the Fisherman's Friend boat in the right side corner (WCHS N.6.97.26).

Right: Thompson's Boat House, boats, and docks around 1910. Below: The excursion boat *North Star Park* at the Thompson's Boat House dock with rental rowboats in the background (MNHS MW3.9WA4r3, WCHS 125.80.10).





Another Waseca resident, Lou Phillips, purchased Grant's share of the business, but by 1920, Nate Thompson had acquired the Everett and Phillips Boat House interests, becoming the sole proprietor; Grant had moved on to the Waseca County Courthouse as the Register of Deeds. Images of the Boat House and its surroundings were used in several post cards to promote Clear Lake and activities in Waseca - "Diving towers, spring boards, slides and "shoots' are...enjoyed by...bathers and cottagers. Fishing boats, row boats, canoes and launches can be secured by the hour, day or week". By 1930, Nate was still the sole proprietor of the 'Boat Livery', while his son Ray Thompson

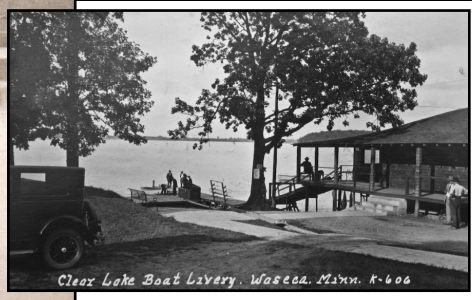
was a 'Helper' in the business (United States Federal Census 1920, 1930b; *Waseca Journal* 1922, 1969).





Views of Thompson's Boat House, boats, and docks around 1920 (MNHS MW3.9WA4r3, digitized by MHM, WCHS 105.80.12).





Views of Thompson's Boat House, boats, and docks around 1920 and 1925, one showing much of Clear Lake (MHM Collection, MNHS MW3.9WA4r9, digitized by MHM).

Minnie and Nate Thompson around 1940 (WCHS 83.96.4).



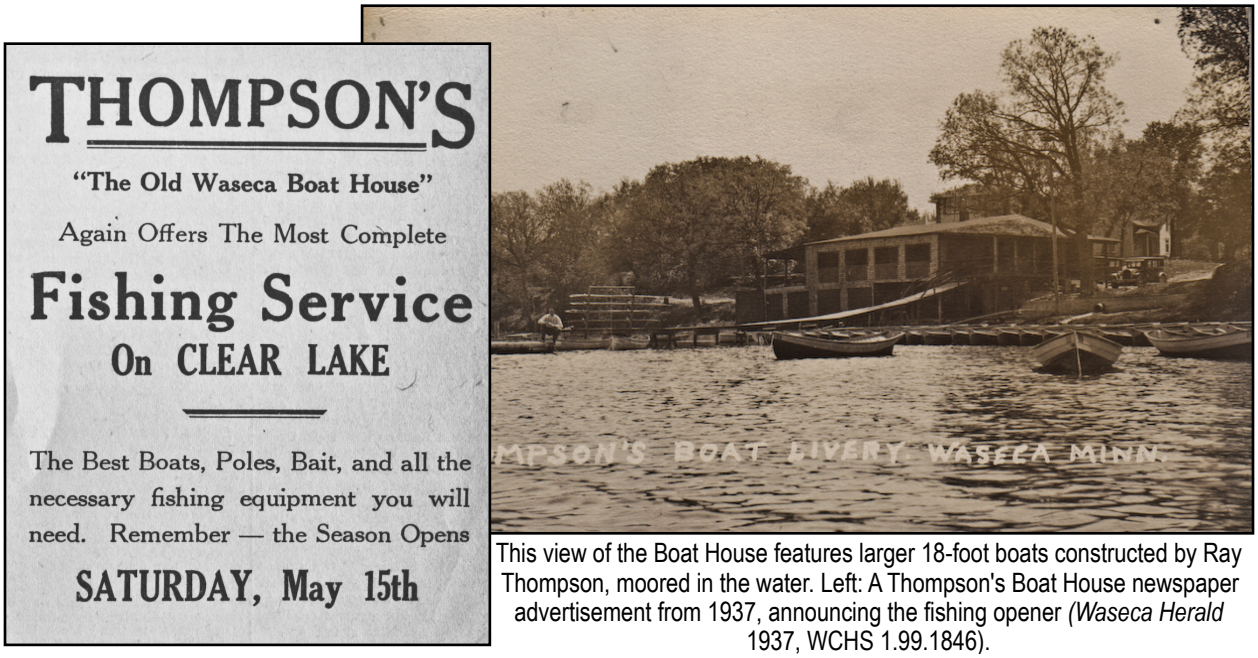
In the late 1930s, the business was referred to as 'Thompson's - The Old Waseca Boat House'. Thompson offered the "most complete fishing service on Clear Lake [with] the best boats, poles, bait, and all the necessary fishing equipment you will need". By the age of 34 in 1940, Ray had taken over as the proprietor of the Boat Livery and his dad retained a position within the company. During the next few decades, Ray and his wife Blanche continued to offer rental boats - up to 35 in number at times - bait, oil, gas, and snacks for fishing excursions in the summer and skating parties in the winter. Ray constructed the Boat House vessels and in the late 1960s, 28 boats were on offer for rental; he had built the entire fleet and was responsible for their maintenance.





Ray and Blanche Thompson in 1969 (*Waseca Journal* 1969, digitized by MHM),

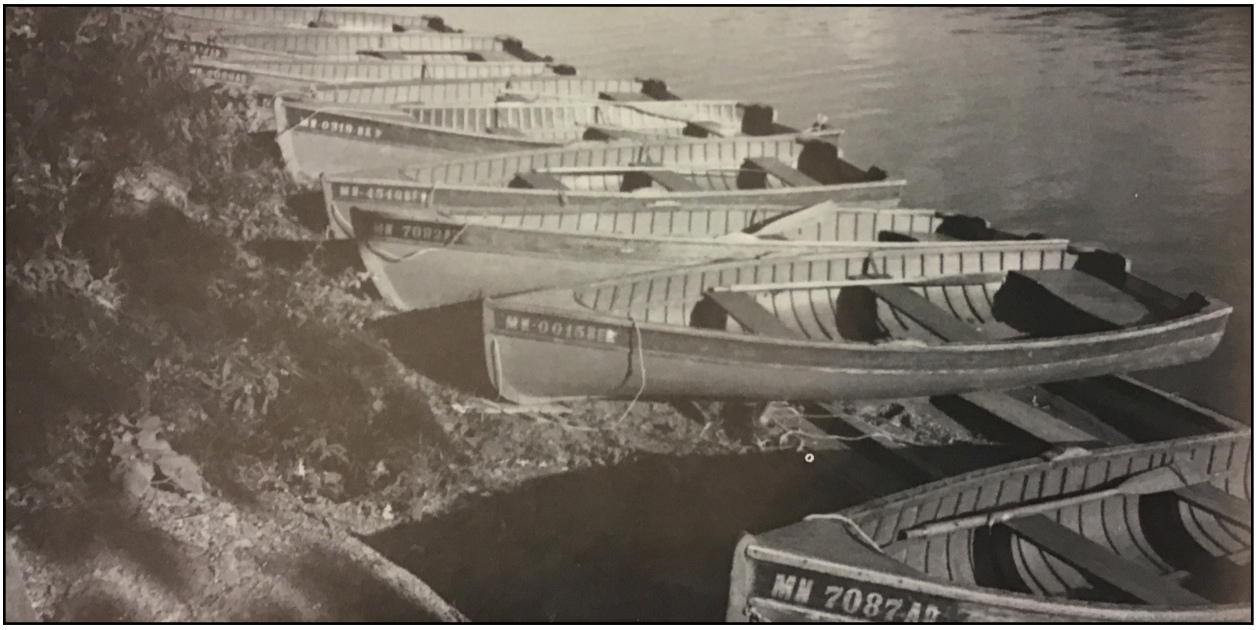
Thompson's Boat House boats, prepared for rental, moored near the company's marine railway. Note the 2 different styles of outboard motor boats/rowing boats offered by the Boat House. Visually, the main differences in the boat designs can be seen in the presence or absence of a mid-hull splash rail, larger stern benches, and more vertical stemposts. MHM contends that Nate Thompson designed the vessels with no splashrails and Ray Thompson designed the boats that have splashrails. Further, the 5 boats seen in the water are clinker-built vessels with wine glass sterns, probably built by the Joseph Dingle Boat Works of St. Paul (WCHS 1.05.316).



This view of the Boat House features larger 18-foot boats constructed by Ray Thompson, moored in the water. Left: A Thompson's Boat House newspaper advertisement from 1937, announcing the fishing opener *(Waseca Herald* 1937, WCHS 1.99.1846).

In 1976, Ray and Blanche sold Thompson's Boat House to Tom and Karen Kuyper. The Kuypers renovated the Boat House for year-round indoor service that catered to ice fishing patrons, snowmobilers, and ice skaters; hot drinks, soup, and sandwiches were available. During this phase of the Boat Houses's history, the Kuypers stored the fishing boats outside during the winter months, turned upside-down on saw horses and given a new coat of paint. The Spring launching of their fleet of 23 wooden boats included a full week of soaking in Clear Lake, swelling the seams of the vessel's outer hull planks; the boats were then bailed out and cleaned, ready for rental. In 1980, the Kuypers were

forced to replace a few of their old out-of-production wooden boats with 2 new aluminum vessels. It was noted that the Boat House patrons "mostly still prefer the wooden boats as they are more quiet on the water and row easier...[and there were plans] to keep mostly wooden boats if he [Tom] can keep them in repair". Only 2 years later, it was evident that the wooden boats were difficult to upkeep without a boatwright in residence, and they were dwindling in number; of the 14 boats on offer to rent, 11 of them were constructed of wood and 3 aluminum watercraft were fabricated by Minneapolis-based Alumacraft (McVey 1982; Negen 1988a-c; Speltz 1982, 546-547; United States Federal Census 1940b; *Waseca Herald* 1937; *Waseca Journal* 1969).



Some of Thompson's Boat House fleet available for rental in 1978. These boats are of the same design and size as TBHMB#22 except for MN 0319 BK, which is an 18-foot version of this boat type; the larger foredeck is an attribute of the larger boats (Speltz 1982, 646).

In the summer of 1986, Denny and Sue Thomson acquired the Boat House and its small fleet. On 7 February 1988, a lit cigarette carelessly thrown into a waste paper basket - during snowmobile drag races - started a fire that 0.destroyed the historic Thompson Boat House in a few hours; a total loss. Survivors of the flames included 5 wooden fishing boats constructed by Ray Thompson. The Thomsons decided to donate 1 of the "boats to the Waseca County Historical Society to preserve that important part of the boathouse's history" (Negen 1988a-c; *Waseca County News* 1988).

Thompson's Boat House Motor Boat #22

The TBHMB#22's wooden hull is 15.10 feet long, 5.20 feet in the beam, and 4.45 feet at the transom with a 1.50-foot depth of hold, The lower half of the outer hull is painted red, a yellow '22' is painted on the port side transom, and the inner hull is also painted red. The hull is comprised of thin wood strip strakes joined end to end, indicating she is carvel-built; a splashrail is found on both sides of the boat. The stem consists of a trapezoidal outer stempost that is curved and attached to the keel. A hole bored through the stempost served as a towing loop. A small foredeck attached to the bow is not original to the boat - it is not finished nor painted - and it replaced a more finely crafted original example. At the stern, the keel is attached to the hull bottom and protrudes from

it, rectangular in cross-section. The vessel has a wide flat bottom with a soft chine, and the aft section of the boat has tumblehome, where the hull narrows from the waterline to the gunwale. The gunwale has no caprail, but is comprised of the uppermost outer hull strake, a rubrail, and an inner stringer; the futtocks are visible between the stringer and hull strake and 2 oarlocks are attached to it on port and starboard. The frames are composed of thin wooden slats that were steamed into shape and attached to the red-painted inner hull. TBHMB#22 has no keelsons, but a keel plank runs down the centerline in the hull's bottom along with side planks.



Views of the Thompson's Boat House Motor Boat #22 (by MHM).

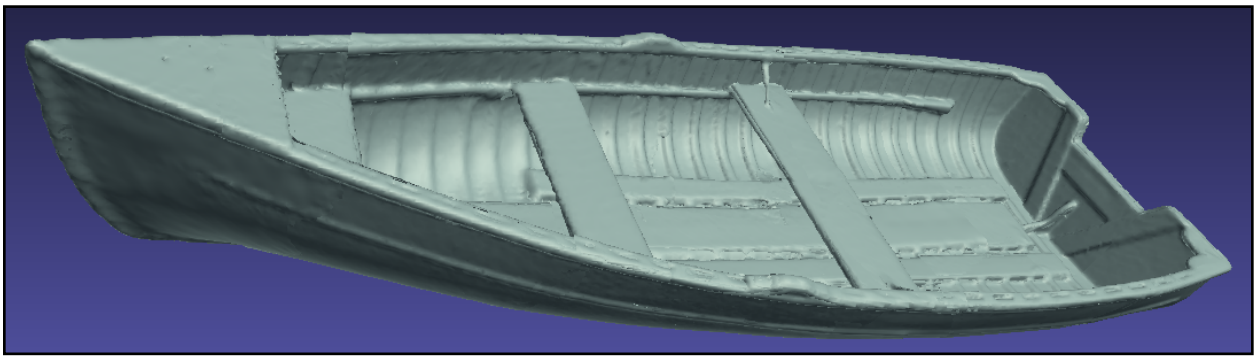
The transom is designed to accommodate a small outboard motor with a trapezoidal lowered area in the middle of the gunwale. The transom is comprised of 3 wide planks and both stern corners are reinforced with gunwale-level horizontal knees. The transom plate is comprised of a trapezoidal wooden piece to enhance the transom's strength when the motor is on the boat; it is attached horizontally to the inner transom face with round head nails. Two diagonal beams are attached to the inner transom and provide rigidity to the stern and transom plate. A stern knee provides strength at the transom on the centerline. TBHMB#22's rear bench is missing, but 3 other bench seats are located amidships and forward, supported by the mid-hull stringers. The third bench has metal braces attached to the inner hull for additional support when a rower is seated there. Two substantial wooden oarlocks with a metal reinforcing plate survive on the gunwale amidships to accommodate a rower positioned on the this bench.



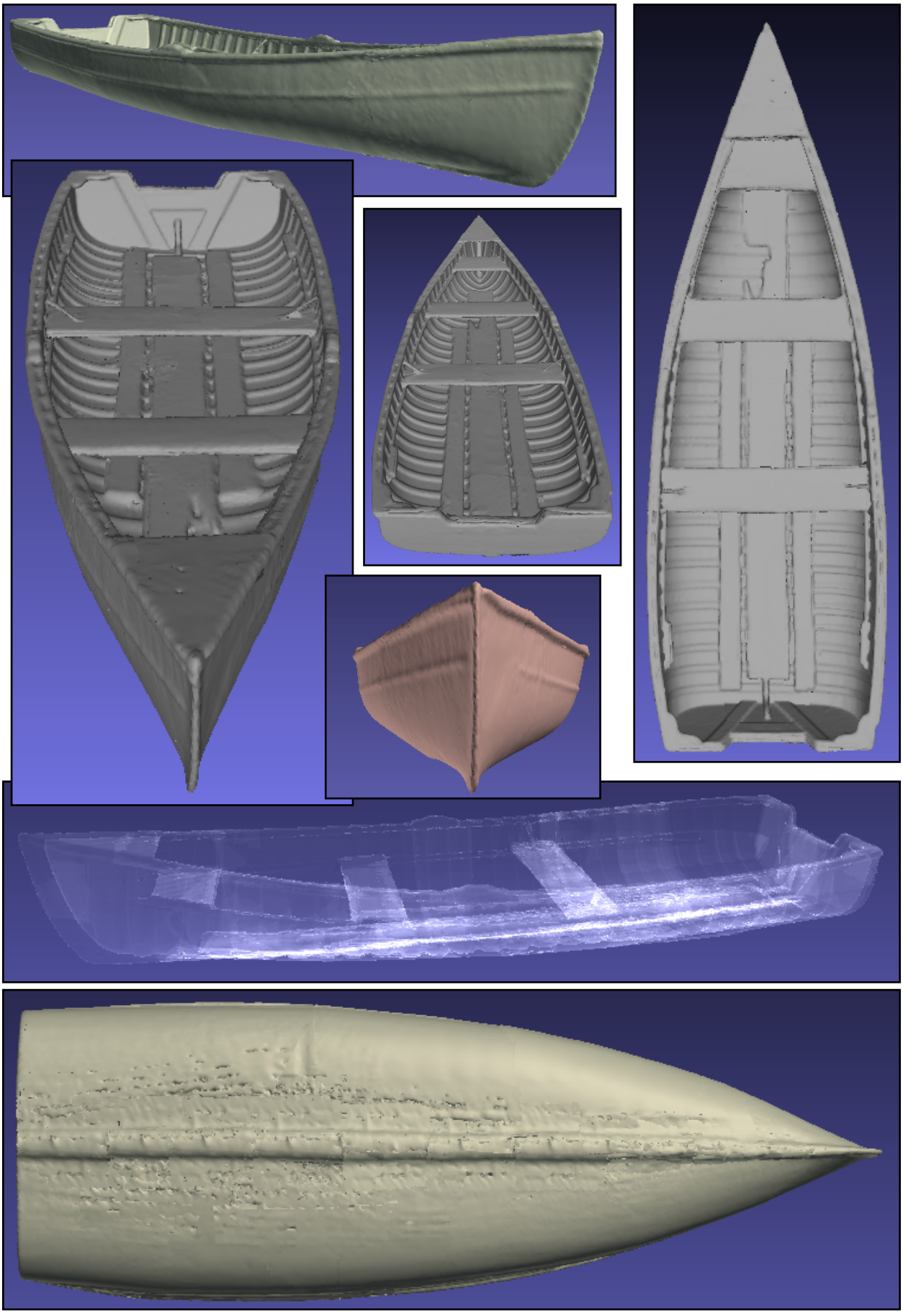
The 2 registration numbers of TBHMB#22 (by MHM).

The boat has 2 registration numbers; her original number is MN 4622 AN and it indicates she was first registered in 1959. The second number that is imprinted on the boat's 1988 registration sticker, is MN 7077 AD - another 1959 registration number (John Nordby, personal communication, 14 March 2019). The first registration number does not appear in the records of the DNR - an indication that while the boat remained afloat, she was not properly registered since at least 1972 and was given another boat's renewals over the years.[8] Lastly, a major repair to the port side bow used a fiberglass patch to replace the hull planks in that area. The patch covered the first part of the painted registration number, but care was taken to reproduce the 'MN 462' in its original form. Like the WBBCMB, the TBHMB#22 is similar to the 4 Wooden Motor Boat Wrecks (21-HE-400, 21-HE-506, 21-HE-513, Anomaly 467) on the bottom of Lake Minnetonka detailed above, the COMB, and it shares some attributes with the WBBCMB.

3D Scans of TBHMB#22 (by MHM)



[8]The boat registration cards for the years 1959-1972 were destroyed when the Department of Conservation became the Department of Natural Resources.





Conclusions

To more fully understand the cultural information the 4 small purpose-built fishing boats documented during the MPBW3DS Project provides, it is helpful to consider these vessels within their historical contexts. It is probable that Charles Ichabod Clark constructed only one - or at least very few - watercraft during his lifetime, but the existence of TCOI is a tangible example of his skill. TCOI has a straightforward design - 3 large planks steamed to curve into a boat shape - but this seemingly simplistic construction form is difficult to produce correctly. Flat-bottomed narrow vessels with shallow drafts must be balanced to avoid capsizing. In the case of TCOI, MHM contends Clark emulated Native American birch bark canoe construction in his planked boat. Also, the use of naturally twisted tree branches as frames in a planked wooden boat is unique to TCOI. Further, TCOI preserves an example of Clark's painting talent, his chosen profession. In consideration of the purpose-built nature of TCOI, its flat bottom, slightly upraised ends, light weight, sturdiness, and rigidity allowed this strong, watercraft to function exceptionally in Minnesota's lakes and rivers. However, MHM suggests TCOI primarily traveled on the Mississippi River in the proximity of Anoka and Champlin. Stored in a climate-controlled environment, TCOI will survive and continue to represent early Minnesota planked boat design and construction. MHM contends this vessel is the oldest planked boat in the State.

The Ramaley Boat Company was a prolific and long-established boat works at the time of the FFRB-FW's construction. Combining the inventory and facilities of the Moore Boat Works on Lake Minnetonka in Wayzata in 1912 strengthened Ramaley's business in Hennepin County. Historical records pertaining to Ramaley-built boats, particularly photographs and surviving catalogs – along with the nautical archaeological record –

reveal the wide range of vessel types the company designed and constructed. The diversity of boat designs offered by the company indicates their broad customer base: fishermen, hunters, sail and motor pleasure boaters, sail and motor racers, and houseboat enthusiasts. The FFRB-FW, as one of the simpler forms of Ramaley vessel, is one of the most-overlooked historic watercraft: a small wooden fishing boat. Small wooden fishing boats of the 19th and early 20th Centuries undoubtedly out-numbered all other types and sizes of watercraft built in Minnesota. The basic commonality of small wooden boats, and often the lower quality of wood that comprised the hulls, has led to a dearth of this vessel type in museum collections. However, as MHM conducts underwater archaeological investigations in more Minnesota lakes, additional small boats will be identified – preserved on the bottoms of our cold freshwater lakes.

Minnesota's journeymen boatbuilder Earl Weston Farmer - who by all accounts was a nautical technology genius - probably designed the WBBCMB. Importantly for Minnesota Maritime History, the WBBCMB may be the only physical evidence that has survived to represent the Wayzata company. Similarly, TBHMB#22 may be the only fishing boat constructed by Ray Thompson for the Thompson Boat House that survived the 1988 fire in Waseca. The production of these small watercraft specifically designed for fishing by local boat-builders represent an important sector of Minnesota's economy; sport fishing forms a large portion of seasonally sustainable commerce throughout the State. Further, the sale of boats beyond Wayzata - in terms of the WBBC - strengthened the Minnesota economy through increased production. It is hoped additional products of the Wayzata Boat Building Company are identified, both in dry storage and on the bottom of Minnesota’s lakes. Stored in controlled environments, the WBBCMB and TBHMB#22 are stable and will continue to survive in their current situations.

The 4 vessels documented during this study, despite their design differences, are similar in terms of their use as fishing boats and their rarity. The flat bottomed nature of the boats in this study provided them with the ability to move ‘on top’ of the water and not through it - even the heavier boats, WBBCMB and TBHMB#22 with their soft chines and wide bottoms. The preservation of the wooden-hulled TCOI, FFRB-FW, WBBCMB, and TBHMB#22 into the 21st Century, at ages of approximately 67-161 years old, is a tribute to Charles Ichabod Clark, Ramaley Boat Works, Earl Weston Farmer, boat builders in Wayzata, and Ray Thompson - and the significance of Minnesota boat building and design. These 4 vessels are the historic precursors to the aluminum and fiberglass canoes and small open fishing boats currently in use. They also represent watercraft design and construction knowledge held by individuals - Minnesotans - whose training was acquired through hands-on learning imparted to them by cultural associations and familial ties. Maritime Historians and Nautical Archaeologists refer to this system of watercraft production as ‘traditional’ and most often the vessels are constructed without plans; the WBBCMB is an exception to this characterization since Farmer's designs are recorded on paper. Further, now that MHM has been made aware that the Thompson's Boat House - in its early days - acquired a fleet of clinker-built row boats designed and constructed by the Joseph Dingle Boat Works of St. Paul, additional Dingle watercraft may have survived into the 21st Century.

The creators of the 4 watercraft documented during this project did not produce vessels in large quantities, making the survival of these craft paramount to the Maritime History of Minnesota. The acceptance of these vessels into museums and collections guarantees their healthy survival in perpetuity - under the stipulation that they are stored correctly with appropriate environmental controls. The 3D scanning and documentation of surviving watercraft assists underwater archaeologists in identifying wrecks of the same or similar manufacture on the bottom of Minnesota's lakes and rivers. In addition, the 3D scanning of complete boats and specific components and attributes is useful for preservation, conservation, and restoration purposes. Also, printing examples of the scanned boats in 3D miniature can augment the archival record of each object, and even promote a museum's collection by offering the printed models as gift shop kits, complete with paint. The survival of *The Constitution Old Ironsides*, the Fisherman's Friend Row Boat-Former Wreck, the Wayzata Boat Building Company Motor Boat, and the Thompson Boat House Motor Boat #22 greatly enhances our understanding of our shared maritime history. The continued curation of these rare examples of Minnesota craftsmanship creates a maritime legacy for the benefit of future generations.

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